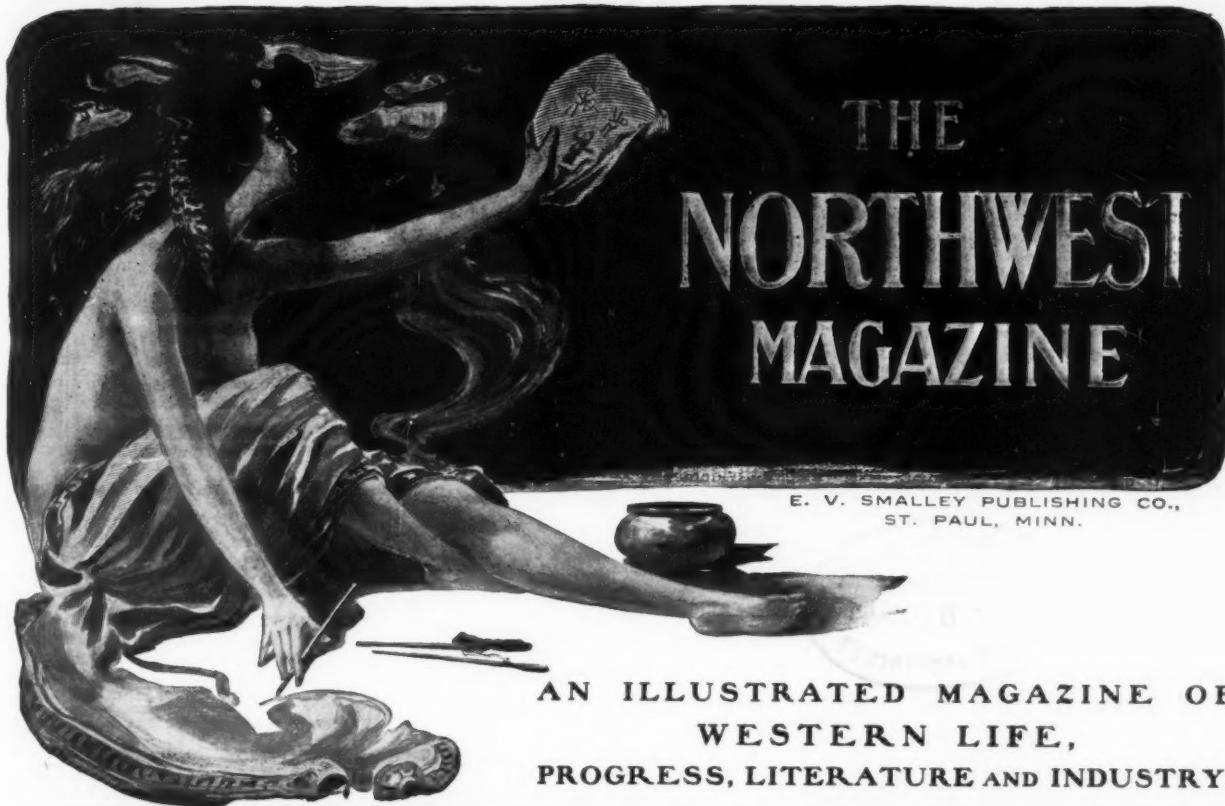


December, 1901. Vol. XIX

Price, 20 Cents



# THE NORTHWEST MAGAZINE

E. V. SMALLEY PUBLISHING CO.,  
ST. PAUL, MINN.

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# \$68 MADE BY INVESTING 50 CTS.

It will please holders of Six Eagles stock to know that it went to **50 cents per share on Christmas, December 25th**. The company is justified in advancing the price for the following reasons:

1. The ore, which only assayed \$12 per ton at the top, now averages over \$40.
2. We have **over \$1,000,000 worth of ore in sight**.
3. We have enough undeveloped ore to make every stockholder rich.
4. We have enough money on hand to make the stock worth \$2 per share. Mr. C. S. Batchelder, a well-known chemist of Spokane, and Prof. Brig. S. Young of Ada, Ohio, have both found over \$50 per ton in our unpicked ore taken from the 175-foot level.

To add to this, the mines are being developed very economically, and not a dollar is wasted. We will pay dividends by December 1st, 1902, if not sooner.

If our stock is not worth 50 cents per share it is not worth anything. The stock will be selling at \$1 before June 1st next. It will look very cheap to you then at 50 cents. This price may not last 30 days. Buy now. You can double your money on this stock in six months, besides getting stock that will pay you at least 25% on your investment. Even if we only pay 1% per month on the face value of the stock it will net you 25%, and we are more likely to pay 5% per month.

#### We can sell to any man who will look us up.

For the benefit of those who may not have read our previous advertisements in this magazine, we will state that the Six Eagles Mining Company's property, herein referred to, is under a splendid state of development, and lies in Okanogan county, Washington. The company owns 8 as good mines as lie out of doors. Every dollar realized from sales of stock is used for actual development work and to complete the reduction works now in progress of construction.

An investment of a few hundred dollars now may make you independent for life.

Among our stockholders are 23 bankers. When conservative men like bankers buy anything, the ordinary investor need not fear it.

The miners in the mines, and the business men all around us, are stockholders. They are in a mining community, and know hundreds of mines. You never hear of a miner buying poor stock. When they bought our stock they virtually said "Six Eagles Mines are the best mines we know of." And they are.

We have sold about 350,000 shares, and there is not much more to dispose of. Just as soon as enough money is in hand to carry to completion our present plans for development and for the reduction of ores, all stock will be withdrawn from the market. We know that it will not be offered but a short time at 50 cents a share. We confidently expect it to jump to par value (\$1) by June 1.

Note this. Out of hundreds of ore exhibits at the great Pan American Exposition in Buffalo, N. Y., the Six Eagles ore was awarded the bronze medal, which is the **Third Highest Prize** that was awarded. It was this Six Eagles ore that was selected by the state commissioners to represent Washington at the exposition, and the exhibit weighed one ton.

We thoroughly believe that this stock will inside of five years be worth \$68 per share. Can you make 50c earn that much in that time in any other way? If not, buy our stock forthwith.

We own eight mines, each 1,500 feet long. Practical mining goes down over 5,000 feet. Our vein has averaged so far over 3½ feet wide, and is constantly getting wider the deeper

we go, but, figuring only 3½, we have:  $3\frac{1}{2} \times 8 \times 1,500 \times 5,000 = 210,000,000$  cubic feet. It takes 13 cubic feet to make a ton.  $210,000,000 \div 13 = 17,000,000$  tons. We can clear over \$8 per ton now with the R. R. 30 miles from us, and over \$10 when they get to us, but these figures will be partly offset later by slightly increased costs of operation when we get deep down into the mines, so we will take \$6 as an average that is conservative to a degree, and we can make that and more on every ton of ore we have all the way down.  $6 \times 17,000,000 = \$102,000,000$  that our mines are worth NET after deducting all expenses. Our capitalization is \$1,500,000.  $\$102,000,000 \div 1,500,000 = \$68$  per share that our stockholders may realize in time. Are you satisfied if you make \$68 on an investment of 50c?

In making these figures we have not counted the immense increase in the thickness of the vein. We know it is seven feet wide at the 700-foot level on an adjoining claim, and if ours does as well (and we are sure it will), we will have over 600,000,000 tons of ore in our 8 claims, or \$400 per share. Neither have we figured the immense increase in the richness of the ore. At the surface it assayed \$12 and \$14 per ton. Now it is assaying \$40 to \$50 per ton.

About 200,000 shares of our stock have been sold in Ohio. A party of six from Wooster and Ashland, Ohio, went up recently to inspect and report on the mines. They went by way of San Francisco and Seattle, and returned via Minneapolis on Oct. 21st. They unanimously report as follows:

"We found the Six Eagles Mines better than the company or any agent thereof is representing them. There is no end of rich ore. New machinery is all installed and working as slick as grease. They are working 12 men night and day. They are down 175 feet. The ledge has widened to 4 feet, and the indications are that it will continue to get wider the deeper they go. Every assay shows higher values, and we took some ore from the last bucketful that came up that is so rich that we think it will assay over \$100 per ton. □

"The company owns eight as good mines as can be found in that country. We are satisfied that it will soon become one of the best dividend payers in all Washington. We have guaranteed Manager J. M. Hagerty money enough to put the mines on their feet, including the tunnel, which we advised him to start at once. It will be 1,200 feet long, and will cut the ledges at a depth of 900 feet. The railroads are within 30 miles of the mines, and their grade stakes are within six miles of them. We all bought stock. We could not help it. The opportunity to make money is so good that one of our party bought 10,000 shares after seeing them. Some of us who had not bought previous to seeing the mines, are now heavy stockholders. No one can help making money on Six Eagles Stock.

Signed,

A. B. LEE, Eastern Agent, Wooster, Ohio.  
B. H. PALMER, Grain Merchant, Ashland, Ohio.  
DANIEL HELLER, Wayne Co. Treas., Wooster, Ohio.  
C. D. LANGELL, Carpenter, Wooster, Ohio.  
F. J. WORST, Manufacturer, Wooster, Ohio.  
C. P. WINHIGLER, Attorney, Ashland, Ohio."

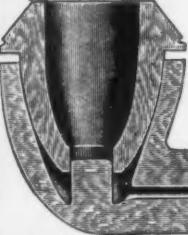
Many parties who have written us expressing their desire to buy Six Eagles stock will feel sore to think that they must now pay 50 cents or stay out of it. But we confidently expect our sales of the remaining stock to be more rapid at 50 cents than they were at 25 cents. **The value of our stock is now proven.** It is cheap as dirt at 50 cents; it will be cheap at \$1, to which point it will go in six months time. If you want this stock, buy now—send in your orders at once and make all checks payable to

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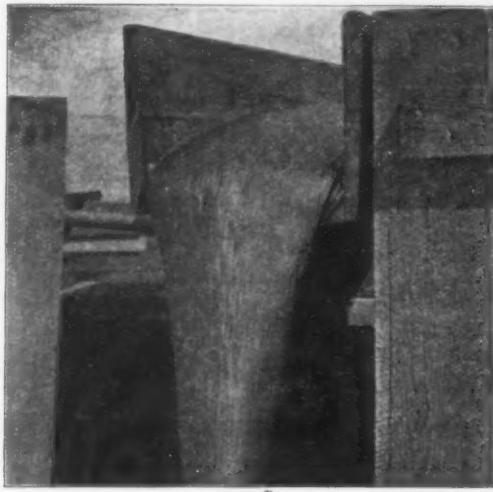
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# The Northwest Magazine

Established 1883 by E. V. SMALLEY.

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VICTOR H. SMALLEY, Editor.

The Editor is very pleased to consider any Articles, Interesting Photographs, or Short Stories on Western subjects that may be submitted. A stamped envelope must be sent in every instance to cover postage in case of rejection.

All communications intended for the Editor must be addressed: "The Editor, The Northwest Magazine, St. Paul, Minn."

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STEPHEN CONDAY, Manager.

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Alkali Ike on  
Matrimony

Girls? Well—holy gee!  
Just hold on, pard; excuse me!  
Never had one in my life;  
Never thought about a wife.  
The only girl I've got, you see,  
Is old Queen Bess, my filly.

No matter where I roam,  
Where I bunk is Bessie's home,  
And when I eat—she eats, too;  
She does 'most everything I do.  
A wife! Me take a wife?  
Give up Bess? Not on your life!

We wander o'er the plains  
When it shines, or snows, or rains;  
And such nerve I never see'd  
In the Gallatin stampede,  
When old Bess, she saved my life.  
Couldn't shake her for a wife!

Tho' I ain't got any wife  
Bessie'll carry me through life,  
Gallop! Gallop! Never tire;  
"Steady, girl; we must climb higher,  
Till we reach the great corral,"  
Me and Bessie, my old pal.

—Victor H. Smalley.



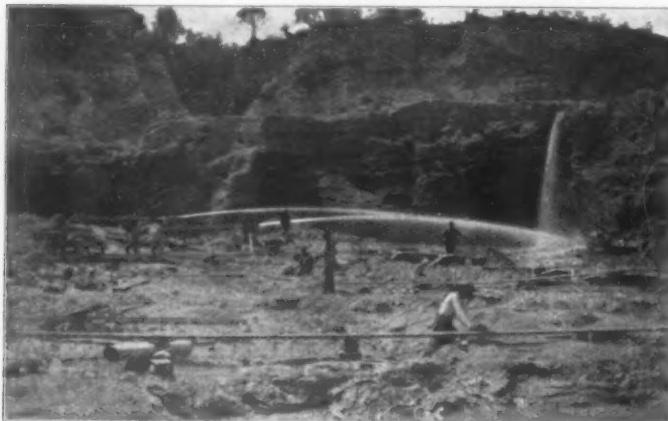


## Placer Mining

By FRED BROWN



Placer, from the Spanish, is the common term for all detrital deposits of gold in the sandy bars along our Western rivers or in their old channels. Placer mining is the general term applied to all hydraulic operations in gold-bearing gravel. The many reports of finding pockets of pure gold, nuggets of fabulous size, and gold fields, paved like the streets of the New Jerusalem, have given the idea that most of our gold is supplied in this



PIPING THE GROUND NEAR IDAHO CITY, IDAHO.

way; but the facts show that more gold is obtained by placer mining than from all other sources.

The principle of working placer ground is the same from the preliminary "panning" or test to the working of the gigantic enterprises where thousands of yards of earth are washed daily. The difference is in the degree, not in the method. The currents of water carry the gravel over inclined surfaces. The materials presenting the most surface and having the least specific gravity are swept forward most rapidly, while the heavier and smaller objects are left behind at or near the upper part of the incline. The specific gravity of gold, the force and washing of water, both natural agents, and in some cases the use of the metal, mercury or quicksilver, which readily amalgamates the gold, make all the methods simple.

"Panning" is practically used only to test or prospect gravel. It is accomplished by the use of a gold pan (a large iron pan with a flaring rim) and running water. The miner puts in a shovelful of gravel, fills the pan with water and gives it an oscillating movement. He repeats this operation a few times, occasionally allowing the force of the stream to carry away the large gravel and soil by holding the pan part way in the stream. The result of his work is found in the particles of gold in the bottom of the pan. The value of a pan runs from a few traces, called "colors," to a "dollar to the pan," which is very rich gravel, indeed.

Most all placers are worked with "rockers," or "piped" by streams of water called "giants." Rockers are inexpensive, movable, and are used where the "pay dirt" is rich and the supply of water scarce. They are also used along rivers where the water cannot be raised in any quantity, or where the gold is "light" (flour gold) and cannot be worked by the swift currents used in "piping." Quite often the "rockers" are operated long enough to obtain the necessary capital to increase the scale of operations and begin "piping" the ground.

Rockers are rectangular boxes, mounted like cradles, about three feet high and of various lengths. A screen is put across the upper portion of the box, which separates the stones from the finer gravel. In the bottom of the box, which slopes to the back,

small strips of wood, called "rifles," are nailed to aid in holding the precious sands. The process of operation is very simple. A few shovelfuls of gravel are screened through the top, the miner turns in a small flow of water from a convenient ditch or flume and gives the rocker the cradle-like motion, repeating this as fast as the gravel can be washed. The stream washes the gravel, as the motion of the rocker carries it back and forth over

the rifles. The stones and earth are carried away, leaving the grains of gold between the rifles. To catch the flour gold, a copper plate coated with quicksilver is arranged so the stream of sand and water flows over it, and the gold is caught on the charged plate. The amalgamated gold is scraped from these plates and retorted; that is, the quicksilver is burned away, leaving the virgin gold. When the rifles in the rocker are cleaned, panning is usually resorted to, to remove the refuse from the golden grains.

To "pipe" the ground a great many things must be considered and arranged before work can be started. Perhaps the first, as well as the most important, is the water supply; then comes the location of a dumping ground. While the success of a season depends upon the water supply, the successful operation from year to year depends upon the dumping grounds.

For securing a water supply, ditches, often fifteen to twenty miles in length, are dug to the banks of perpetual snow, in order to obtain the largest supply for the longest time. These ditches vary in size, carrying from 100 to 1,000 miner's inches of water. The number of streams used in working is regulated by the supply of water, but there is never an inch wasted, all being utilized in washing the beds of gravel. From the ditch proper, flumes are built to the different parts of the workings, often running upon high trestles, that the fall may be retained. These flumes empty into immense iron pipes called penstocks, and from the penstocks iron pipes from ten to twenty inches in diameter are laid to convey the water. These pipes terminate in huge nozzles from four to eight inches at the mouth, but are so perfectly mounted upon the large universal joints or "goose necks," and balanced, that they are readily and easily movable. The force of the stream from the "giants" (this term is general in its meaning, but usually means a whole pipe line) is regulated by the elevation



A LONE "ROCKER" ON SNAKE RIVER, IDAHO.



"GIANTS" AT WORK NEAR IDAHO CITY, IDAHO.

of the ditch, the fall of the water varying from fifty to 500 feet. At the latter pressure the force of the water is irresistible, the gravel flies like dust, the water is dashed into spray and boulders are rolled like marbles.

To start the work on a gravel bed the boundaries are located and the ground bared to bed rock on one side. At the lower end a channel is cut in the solid rock, called the "race." It is here the most quicksilver is placed and where the bulk of the gold is found in the "clean up." At the end of the "race" a flume is built, called a "sluice," the sections being known as "sluice boxes." The sluice is paved with stones set on edge or with blocks cut from the butt of a tree, the spaces between filled with small stones. The "sluice" or flume is extended to the dumping grounds. The flume is only supposed to carry the smaller stones and gravel, the boulders are taken out at the "race" by hand, or by the use of derricks.

All being in readiness the water is turned into the "giants" and they are swung into the gravel bank. Furiously, irresistibly, yet steadily, the powerful streams throw their strength against the bank. Slowly, but surely, it begins to recede, constantly taking on new forms, as if trying to shrink from the mighty forces, while at the base the muddy current courses through the "race" carrying with it the long hoarded treasures. Night and day, for months, the sound of rushing water, the crash of falling banks and the dull rumbling of the rocks rolling down the flume fill the air, for every minute of time means a greater yield, and until the water supply is exhausted there is no

cessation. The length of the season is determined by the snow fall of the previous winter. Mining is begun in March and sometimes extends to August.

The day set for the "clean up" is a notable one. A great crowd is always present to see the result, while to the owners it is the day upon which their hard work and expectations for the months past are to be rewarded. The "race" is first carefully, yes scrupulously, cleaned, then the "sluice," and as if this were not enough, the crannies of the bed rock are cleaned out and the scrapings "panned." It is said the "sluice" pays expenses, the "race" is the profit, and if the owner is Irish, the scrapings from the bed rock go for "dhrinks for the byes."

#### WHY DR. OHAGE MAY CHANGE HIS NAME.

Dr. Ohage is said to be seriously contemplating some alteration in the literal construction of his name, according to the St. Paul *Globe*. An incident transpired over at the public baths last week which is said to have prompted this impulse upon the part of the genial health commissioner.

It was on one of those merciless days when the sweltering sun forced everybody into places of refuge and drove thousands into the refreshing pools at Harriet Island. Just such a day as this was required to emphasize the virtues of the baths and the magnanimity of the man who established them. If the philanthropy of such an individual never commended itself to people upon any other occasion, certainly it would on a day like this, or at least that is the view which one man took as he plunged, for the first time, into the cool, invigorating waters in which he found such wholesome relief from the intolerable heat.

The man, a short, thickset son of Erin, with his festive bathing garb on, stood on the platform, the while regaining some of the wind he had injudiciously expended in making his initial dive. He was the very picture of health, and more noticeably of happiness. He had never seen anything like these baths before, and words seemed to him entirely inadequate to express the gratitude he felt for the man who founded the institution. In admiration he would gaze down into the sparkling waters, and then, with a broad smile, turn to the nearest person and begin to extol the virtues of the magnanimous individual to whose benevolence all this goodness was due. Turning to a man near him, the enchanted Irishman asked:

"And who ever thought of this bath business, innyway?"

"Dr. Ohage," was the man's reply.

"Eh, eh, eh, Dr. who?" quickly rejoined the inquisitive newcomer. "What is that name?"

"Ohage, Dr. Ohage," the man again replied.

"Will, will, and now isn't that noise? But faith it's jist as you might expect, for niver a man would iver think of sich a foine thing is this illigint bathing business but one of me own countrymen."

"Yis," he continued, "there is the O'Rourkes and the O'Malleys and thin the O'Hageses. They're all a foine lot, indade, and I'm prouder'n iver that me own dear name is O'Flynn."

Some one told the old gentleman a little while afterward that he was laboring under a delusion; that Dr. Ohage was a native of Germany, reared and educated in that country, and was one of the representative Germans of St. Paul, but he only laughed and said: "G'wan, what d'yse take me fur?"

#### WINTER.

A majesty the kingly Winter wears,  
Which Summer in her beauty never knows;  
The bare brown trees rise from the mounded snows  
Like Titans, struggling with o'erwhelming cares.  
An unfamiliar face the landscape bears,

The trodden way strange and still stranger grows;  
In the far highway, framed by poplar rows,  
Ghost-like, a horse and rider noiseless fares.

Bound, dumb, a helpless captive in its chains,  
The river lies; the skies are strange and cold,  
With burning stars and fierce red fires unrolled,  
Like those which blaze above the Arctic plains.  
The world is silent, and the winds alone  
A message bear from Winter on his throne.

NINETTE M. LOWATER.



ROCKING FOR GOLD ON SNAKE RIVER, IDAHO.

Rock Elm, Wis.



# An Unsung Hero

GREYSOLLON SIEUR DU L'HUT...GENTLEMAN OF FRANCE

BY H. NAPPHARIS



In this age of hero-worship, when the historical novel flourishes, it seems passing strange that so picturesque and unique a figure in history as that of Greysollon Sieur du L'hut, *gendarme de la garde du Roy* (gentleman of the Royal Guard) should have been so completely ignored and forgotten.

Born at Lyons in France, he was classed among those nobles who distinguished themselves in European wars during the reign of that dissolute monarch, Louis le Grande. Sickening of the pomp of courts, he came to the new world and, next to Radisson, was the first white trader in the Northwest. Breaker of royal ordinances as he sometimes was, his enterprises were carried on under the protection of Count Frontenac, governor of the colony at Quebec, and many rich merchants of that region—among whom his uncle, Monsieur Patron, stood foremost. His brother-in-law, Louvigny, was an officer of the Governor's guard, and this leader of *courreurs de bois* (forest runners) thus stood protected by "they who sat in high places."

The Indians took kindly to him from his first appearance among them. They worshipped bravery, and this king of *courreurs de bois* was utterly without fear. Possessing remarkable hardihood as he did, he lived a life of privation and hardship that few men could have endured. Even the politics of that early day take on the hue and color of romance. We see this high-born gentleman of the Royal Guard in buckskin tunic and fringed leggings, roving the interminable forests of the unexplored West. Meeting men of affairs in council at Quebec, and crossing the ocean he appears like a hero of romance, in velvet coat and gold lace amidst the splendors of Versailles. He interviews the colonial minister, Seignelay, turns cold and indifferent eyes to the designing beauties of the court, and bows with plumed hat before that gorgeous spendthrift, Louis XIV.

In 1679 we find him trading, by permission of Count Frontenac, with the Sioux in the Mille Lac region, and where the Sioux chief, Octaga, drew on birch bark the first map of the Mississippi. In 1686 he is building a fort at the entrance of Lake Huron, thirty miles from where the present city of Detroit stands. A year later he leads a ragged band in a war with the Senecas, and after the Montreal massacre he did more to down the Iroquois, that terror of the new world, than any man whose history is interwoven with the story of those troublous times.

Still later he is in command of a company of infantry at Fort Frontenac.

"*Le Sieur du L'hut, homme d'esprit et d'expérience,*" says Le Clerc.

We see him striding down the narrow, quaint old streets of Ville Marie, as Montreal was then called, in his frontiersman's suit of buckskin. His face bronzed by exposure to sun and wind, smooth-shaven, and bearing upon it the unmistakable stamp of noble lineage. The contours of his athletic figure are moulded by the pliant buckskin, and he wears the garb of the woodsman like royal purple. His tunic embroidered in dyed porcupine quills and glistening shells, his caribou-skin moccasins gaudily beaded. The scarlet sash of the *courreurs de bois* is knotted about his waist. Through it are thrust his hunting knife, tomahawk, and pistols. On his head he wears the small close cap of beaver skin, ornamented by an upstanding quill of the war eagle. His very poise bespeaks the man of action; and chief of *courreurs de bois* as he is, and in his rough garb, he yet carries with him the atmosphere of courts. At one time, while in charge of a fort at the head of Lake Superior, word was brought him of the murder of two Frenchmen by two Iroquois braves. With a mere handful of his countrymen, and in sight of over four hundred painted savages, he caused the two murderers to be shot.

Without fear or hesitation he afterwards went to their cantons, and standing before the Iroquois chief commanded one of his

French followers to bring him a cup of water. A cup of alcohol was handed him. Stepping in front of the naked warrior he thus addressed him:

"The Great Father at Quebec has given me power (if you keep not the treaty of peace), to dry up your marshes, your wells, and your rivers. Even as I burn this cup of water, so shall I make your marshes as dry as burnt forest."

He touched a light to the cup of alcohol, which was instantly ablaze, and the apparent miracle was performed before their astonished eyes. "Sorcery! Sorcery!" they cry, edging off from him. Thus did this wily Frenchman play upon the superstitious ignorance of this strange people he knew so well. We see him in his birch bark canoe, loaded to the waters edge with priceless furs, propelled by lithe-limbed Indians descending the Saint Croix river from the Sioux encampment to the Mississippi; portaging round St. Anthony falls, then ascending the Wisconsin river to Green Bay. Thence to Machilli-Macanac, where the tribes gather for great ceremonies; huge Manitos hold sway here, and spells and wonders are performed. The sweet breath of the pines hangs like incense over the forest. Down the smooth waters of Lake Huron and Saint Clair, hugging the north shore of Erie, portaging round Niagara and entering the blue waters of Ontario.

As his bark canoe is paddled up the St. Lawrence, they pass narrow cultivated strips along its banks. Occasionally a clearing has its palisaded group of log houses—an oasis of civilization in this vast, unexplored wilderness.

We find the priests here trafficking for souls and the trader for furs. Piety and policy walk hand in hand. Stone-built Seigniory houses appear at long distances apart—each with its huge mill for grinding the grain of the censetaires, or feudal serfs, as these French peasants really were. They served as places of retreat during Indian raids. Each loop-hole bristled with muskets.

Outposts and block houses were scattered at intervals along the banks under protection of their feudal proprietors, the Seigniors.

The lilies of France floated from every flagstaff—lilies that, alas! were dragged through the dust of defeat and ignominy a few years later by conquering English hands.

Here Sieur du L'hut meets Frontenac, whose flotilla of canoes bound like stags down the swift rapids of the Saults. He has come down from Quebec to Montreal with his guard, to hold council with the warring tribes and demand peace. Born and bred amidst a most gorgeous civilization he had exchanged the splendors of the court of Louis le Grande for a life of hardship in unclaimed forests. But he was the handicapped servant of a narrow and imperious government.

The beaver fair is in progress. Lodges have been hastily constructed along the river banks. Mont Royal towers high above the palisades. The Hôtel Dieu looks down with its many tiny windows upon all this stir in quiet Ville Marie, and the gentle nuns of St. Joseph go on their unbroken routine of fast, prayer, and vigil.

French peasants stroll about the market place—the women in short bright-colored skirts, casting merry glances at the woodsmen who pass them in rough home-spun and forage caps; soldiers in slouched hats and tarnished military finery; *courreurs de bois* in leathern tunic and scarlet sash, carrying huge bundles of furs, every one worth six quarts of *eau de vie* (West India rum). Beaver came to market in three grades—one-fourth of these belonged to the king.

Here was ermine that would grace royal robes; and blue fox that would shine in contrast to white shoulders on the décolleté gowns of court beauties.

These forest runners became veritable savages in dress and

habits of life—renegades of civilization in eagle feathers and paint; they lived in wigwams, took a scalp with all the ease of the red man, carried a rattle snake's tail as an amulet, and believed devoutly in the "*loup garou*" with body of man and soul of wolf. The freedom of the life constituted its charm to the versatile Frenchman.

Acadian *patois* is heard, and many tongues and *chapeaux* are raised as the Sieur du L'hut passes. Black-robed Jesuit fathers in cassocks worn and faded, and with the soft tread of the cloister. Blanketed Indians stalk about silent but watchful. A Mohawk chief, in paint and feathers, trails yards of beaver in the dust. The American Indian before he was debauched by the firewater of the pale face was a magnificent specimen of physical manhood. The grey habit of a Franciscan friar contrasts picturesquely with the scarlet blanket of a squaw.

Young seigniress, who had brought their censitaires from their surrounding seigneuries to share in the gayety of the beaver fair, lounge by, their cloaks displaying tarnished lace and suggesting gay Paris, with its vanished pleasures.

Governors' guards, with their bandoleers on their shoulders, flashed by. Sweet-faced nuns with lowered eyes passed on their way to the Ursaline convent. Men with the air of camps and courts meet and jostle against painted savages from the wilderness. The wild carousal of barter and brandy goes on about them. In vain the priests labor with these hardy woodsmen who come once a year to Ville Marie for carousal. If the red man is refused fire water, he will go to the Dutch and English of New York, and his beaver skins go with him!

Striding down the long street with swinging gait and dark head held high, we see Tonty, the Italian cousin of the king of *courreurs de bois*. His dark eyes flash under a bushy growth of jet black curls. A head that might fittingly have carried the plumed hat of a marshal of France.

"Main de fer" he is called by the Indians (hand of iron), having a metal hand in place of the good flesh and blood one, which was blown off by a grenade at Messina.

He is La Salle's lieutenant, and is in charge of Fort St. Louis of the Illinois in the absence of the great explorer. Here, too, Sieur du L'hut meets Father Hennepin, though their first meeting had been on the bloody field of Senefte before either had dreamed of leaving sunny France. The jolly priest wears the garb of a Franciscan friar, his cassock worn and patched in many places with buffalo hide. The cord of St. Francis is knotted about his pouchy abdomen. His crucifix and rosary hang at his side, and a fringe of grey hair borders his tonsure. A humorous, rubicund face that speaks more of the forest than of the cloister. Flemish by birth he had ever thirsted for adventure. Vain and boasting he both baptised and bartered. It was reported at one time at Fort Frontenac that he had been hanged by the Indians with his own cord of St. Francis. But "heaven preserved my life that I might make known to the world my wonderful discoveries," he says in the preface to his apocryphal history. In some way, after returning to France, he obtained access to the letters of La Salle, and while that worthy hero slept the long sleep in an unmarked grave in the vast forests of the Northwest, the Franciscan friar's marvelous tales of discovery went into more than twenty editions in French, English, Dutch, Italian, and Spanish. The apocryphal narrative of his pretended descent of the Mississippi appears in every one of them. It is some satisfaction to know, however, that in 1699, when he wished to return to the new world, he was prevented from so doing by the enraged Louis—as Hennepin had renounced his service to the French crown and dedicated his book to William III. of England. At the time of this historical gathering of the tribes at Ville Marie, as Tonty, Frontenac and Sieur du L'hut strolled toward the palisaded fort, the latter exclaimed warningly: "These savages make fine professions of their benign intentions, Monsieur Frontenac; but mark my words, they plan to destroy Ville Marie, and they will do it." The massacre which followed in 1689 proves how truthfully he prophesied.

It was at this time he brought with him Waukeenah, daughter of the Sioux chief. She was a young and beautiful Indian girl who had at one time saved his life—stepping between him and the upraised tomahawk and receiving the gash in her own uplifted arm.

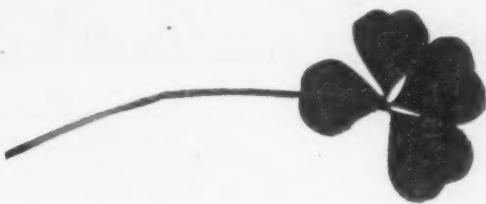
Here, under the gentle tutelage of the soft-voiced sisters at the Ursaline convent, she was receiving the education that would fit her for the wife of this high-bred gentleman of the Royal Guard.

"A year or two under the refining influences of these quiet nuns will give my Indian princess the accomplishments of a demoiselle," he exclaims rapturously to Tonty. "Then I shall marry her with all the formality of church, priest, and contract. No Indian marriage for me. I should not blush to present her to my high-born kinsman across the seas—nay, nor do I think a more pure or beautiful woman graces the stately halls of Versailles. But I care not for that artificial life amidst a dissolute court. And I have wearied of fighting and exploring. Henceforth I shall live in Ville Marie." The house he built at this time stood south of Notre Dame street opposite the quaint historic mansion of Jean Bourdon, the armorer. Its spacious halls were studded and heavily beamed, hung with caribou and moose horns, and bits of antique armor. Here, with his young brother, Claude Greysolon de la Tourette, he planned to receive his Indian princess. Like a page from some old world romance it reads. How the wild flower of the woods could not bear transplanting to even this rude approach to civilization and within the year sickened and died.

Among the mildewed and musty records of the old archives at Montreal a mouldy paper, unearthed many years later, tells how one Patron, merchant, bought the house for the sum of nine thousand livres. From that day Greysolon Sieur du L'hut renounced his citizenship and disappeared from among civilized men. Brave and utterly fearless, yet bearing as it were a charmed life, he wandered for thirty years amongst savages and wherever camp fire blazed. The forests of the great West were as familiar to him as the narrow streets of Montreal.

Among the shadowy records of that historic time we find no mention of him later than 1709. Unlike the wily Father Hennepin, this gentleman of the King's Guard received no recognition of his services. The thriving modern city of Duluth at the head of Lake Superior, which Proctor Knott has immortalized as "the Zenith city of the unsalted seas," alone commemorates his memory in name. But where he sleeps after life's fitful fever, whether on the wooded hills at the head of the Great Lakes, where he was last seen of men, or in some unmarked Indian grave—this brave officer of the profligate king—we know not.

Breaker of royal ordinances as he was, "Yet," says that wizard of the pen, Francis Parkman, "his services were great to the colony and to the crown; and his name deserves a place of honor among the pioneers of American history."



I know a place where the sun is like gold,  
And the cherry-blooms burst with snow,  
And down underneath is the loveliest nook,  
Where the four-leaf clovers grow.

One leaf is for hope, and one is for faith,  
And one is for love, you know,  
And God put in another for luck;  
If you search you will find where they grow.

But you must have hope, and you must have faith,  
You must love and be strong—and so,  
If you work, if you wait, you will find the place  
Where the four-leaf clovers grow.



## California's Oil Future

By R. D. ROBINSON



It is evident that a better day is about to dawn for the oil producers of California, that the season fraught with doubt and dissatisfaction is already, practically, part of the past; the conditions creative of this doubt and dissatisfaction are being rapidly eliminated. The market for the product of the wells is being steadily augmented and holds out the promise of indefinite expansion; problems, never really serious, pertaining to transportation facilities and methods are being solved; and most substantial economics are being wrought, both in the development of the fields and in the operation of the producing properties.

While at present the supply of oil seems adequate, it is apparent, when the rate of increase in consumption is considered, that at an early date a much greater production will be needed. In fact, the use of oil, in both the crude and converted states, has only begun, and important as the consumption of to-day may strike the casual observer as being, it requires no prophetic faculty to see in the not remote future a consumption beside which that of the present will seem small.

The growth of the consumption of crude oil for fuel by the railroad companies operating in California is strikingly illus-

trated, according to the estimate of its master mechanic, approximately 4,500,000 barrels of oil per year, or more than the entire estimated production of the State in 1900, to satisfy its demands.

Both the Santa Fe and Southern Pacific companies are extending the use of oil to the divisions located in Arizona and New Mexico, and in order that the locomotives on those divisions may be regularly supplied are erecting large storage tanks at convenient points in the territories named.

Throughout the State manufacturing establishments and power plants of various descriptions are rapidly deserting coal for oil, and at the same time a multitude of new enterprises are being brought into existence because so cheap a fuel as oil may be commanded.

Next to the demand for oil by fuel users the greatest call is, and will continue to be, by the refineries. The expansion occurring and promised immediately by the refinery interests of the State is truly phenomenal. During the past year several new refineries have been constructed, and nearly all of the older institutions have added to their capacity, some having doubled. De-



OIL WELLS ON KERN RIVER, CALIFORNIA.

tive of the remarkable trend to petroleum for the single purpose noted. A year ago the Santa Fe system was using oil for fuel at the rate of about 400,000 barrels per annum; now its consumption is at the rate of over 1,000,000 barrels per annum. This system is constantly adding to the number of locomotives on its California Division, and ere long it is estimated that it will have 200 oil-burning engines, with a consuming capacity of about 1,250,000 barrels per year.

The Southern Pacific Railroad Company was, until recently, much more conservative than the Santa Fe in the degree of its substitution of crude oil for coal. This company has about 900 locomotives on its Pacific divisions, and of that number, probably, only one-third are at present oil burners, but the conversion of the remainder from coal consumers to oil consumers is being made as rapidly as engines can be spared for the purpose, as the head officials of this company have given orders for all engines on the Pacific division to be changed to oil burners. In time every locomotive, ferry boat and power plant owned by the Southern Pacific Company on the Pacific Coast will burn oil instead of coal; and when that condition obtains, the company

suscept the additional capacity thus signified, every refinery is behind in the filling of orders.

Oil at the rate of 2,000,000 barrels a year, at least, is now being converted by refiners into asphaltum, distillates, illuminants, lubricants and a variety of other by-products. With their refining projects under way, and the contemplated extensions of existing refineries completed, the refiners' demand for oil will safely double in the next twelve months. Three refineries of extraordinary capacity are now being erected—one by the Pacific Coast Oil Company (the California branch of the Standard Oil Company) at Point Richmond, on San Francisco Bay; one by the National Refining Company at Port Costa, and the third by the Union Oil Company in the Kern River oil field. The last mentioned enterprise, it is understood, is to cost \$2,000,000, and will have a capacity of 50,000 barrels per month. The asphaltic element of the Kern River field oil will be abstracted at the refinery, and the lighter part of the product will be then shipped to the company's refinery at Oleum, where, to as great an extent as may be practicable, it will be converted into an illuminant. There is a well-grounded belief that the Pacific

Coast (Standard) Oil Company intends also to extract the kerosene qualities from the Kern River oil. It is preparing to pipe from the field to Point Richmond, where, as stated, its new refinery is being erected. With the steady falling off in the productions of the fields of the Eastern States—a decrease of 500,000 barrels was recorded for the month of October in the output of Western Pennsylvania and Ohio fields—resort ultimately must be made to California for reinforcement of the supply of illuminating oil. The Texas oil has been demonstrated to be solely fit for fuel.

The value of crude oil as a road-making material is beginning to be appreciated, and in this direction alone a vast quantity is destined to find an outlet.

Already a large quantity of the more volatile petroleum of the State is being used for gas making, and new plans are being perfected for the manufacture, on a large scale, of the Kern oil into fuel gas.

This consideration of the demand for California crude oil has embraced only the domestic market. It is a highly interesting fact, however, that a splendid market for fuel oil has commenced to develop among the vast sugar plantations of the Hawaiian Islands, and that a demand, on an important scale, for asphaltum made from our oil, has opened up in distant Australia.

It is easy to see that if the calls for petroleum herein outlined are adequately responded to there must occur a tremendous increase in production. There is no rashness in the assertion that for the year 1902 an output of at least 10,000,000 barrels of oil will be requisite.

In the meantime the steadily expanding market is gradually but surely forcing the price of oil upward to the normal point. The big buyers are becoming solicitous about the price of oil on long time contracts, finding few producers willing to enter into such contracts at any but prices considerably in advance of those of the present.

Dollar oil is only a matter of time, and a short time at that. And the thing for the stockholders of bona fide, properly managed oil corporations to do, is to cling fast to their shares.

#### LOST IN THE MOUNTAINS.

The Heppner (Ore.) *Gazette* says that the vast area stretching away for hundreds of miles south and east from Morrow County is a rugged region of high mountains and deep canyons, and it contains much mineral. Many prospectors will be out there the coming summer, and will find it a fruitful field.

Many men out in such a vast region are liable to get separated from their companions and to get confused and lost, and it is a very unpleasant experience.

Almost any person may be readily lost in the mountains, and it is never safe to stray from the camp when alone. Should necessity demand it, however, it will prove an excellent rule to take along the rifle and a goodly supply of ammunition and matches. Observation goes to show that the horse and other animals when running on an open ground will gradually turn their courses to the left. The same is true of man, when lost on the prairies and cut off from all guiding marks or objects—and it is still more the case when he is lost in the mountains, the irregularities of the route of travel seeming to confuse his ideas of direction and locality.

This turning to the left with the average lost man is so rapid that he will frequently travel in a circle and will, in the course of the day, arrive at the point left in the morning. It should be remembered that, when lost, it is best not to increase the perplexity of the matter by wandering still farther, but set to work to find the way back to known localities. Leave a marked trail for the searching companions to follow, and make a great smoke, if possible. The sense of desolation attending most lost persons is sufficiently overpowering to cause them to lose their presence of mind, to wander wildly about and rapidly exhaust their vital powers.

#### A MINNESOTA INVENTION.

C. F. Church of Frontenac has invented an ingenious modification of a ditching machine which, he asserts, will construct a railway roadbed in widths up to sixty feet with the services

of but four men, leaving it ready for the track-laying crews. The machine is designed to do away with all team work and the costly system of grading and surfacing with men and horse shovels.

The invention resembles a steam shovel in some respects, the principal feature being two transverse arms carrying plow-shaped knives that cut parallel ditches. The earth removed is carried by a system of elevators to the body of the machine and dumped in parallel rows between the ditches. Leveling apparatus smooths down the earth as the machine passes, and leaves it "surfaced."

Mr. Church claims that his invention will make railway cuts, when hills are not too high, building an embankment with the same ease as upon comparatively level ground. Mechanism controlling the ditchers makes it possible to regulate the amount of dirt delivered under the machine to conform with the sags and rises of the surface. He is now working upon a modified machine adapted to railway work in wet and swampy districts. The inventor is not a trained mechanic, but a farmer. The machine is the result of observations upon the construction of railway roadbeds, worked out on what he asserts are new principles. He says it has already been successfully tested.

#### THE SIZE OF TEXAS.

Texas, the largest State in the Union, has the proportions of an empire, and it is only by comparison that one can gain an adequate idea of her size and of the magnificent distances between her boundaries. To say that the area of the State is 265,780 square miles conveys little meaning, but when one considers that its width is more than one-half that of the southern border of the United States; that it is larger than the whole of New England, with New York, Pennsylvania, New Jersey, Delaware, Maryland, Virginia and West Virginia thrown in; that it is larger than even Germany or France; and that if the whole population of the United States was placed within its borders it would be no more thickly settled than is Eastern Massachusetts to-day—then one begins to realize the vastness of this great Southwestern domain. In traveling across Texas, from Texarkana on the eastern border to El Paso in the extreme west, one journeys nearly the distance from New York to Chicago; and in passing from the Panhandle district in the north—a strip of Texas in which the entire territory embraced in the New England States would be lost—to the Gulf coast, one finds almost every variety of climate and soil represented in any part of the country.

#### CROP OF 1901.

The total corn crop of 1901 is now estimated by the department of agriculture at 1,250,597,000 bushels, compared with 2,105,000,000 bushels in 1900. This shows a falling off of 854,400,000 bushels, which means a good many carloads; but as heavy a yield as that of 1900 is not to be expected every year; and on the other hand, the wheat crop was exceptionally large, and the general increase in traffic has far more than offset the local deficiencies in a single staple.

#### NATURE'S HEART.

Sometimes, when weary with the storm of life,  
Faint, spent, and breathless, I withdraw awhile  
To calm myself in Nature's benign smile,  
And gain fresh courage for oncoming strife.  
Cleaving the lonely stillness like a knife,  
Strange, sweet, and full of many a curious wile,  
Like faint, far-shaken bells beside the Nile,  
With melody the silent air is rife.

With my heart's heart I hear it, and it seems  
Like something heard on that forgotten shore  
From which we launch to sail where life's seas roar—  
That maelstrom which wrecks all youth's fondest dreams;  
What it may mean I may not guess at all,  
But rise refreshed, to battle till I fall.

NINETTE M. LOWATER.  
Rock Elm, Wis.



## The Test of Love

SHOWING HOW DAVID BROWNE HILLHAUSE CHOSE A BRIDE  
BY VICTOR H. SMALLERY

(From *The Social Meteor*, June 23, 1901.)

"Dame Rumor has it that the wealthy Mr. David Browne Hillhouse, junior member of the well known banking firm of Hillhouse & Hillhouse, is about to shy his castor into the ring of matrimony. As to the identity of the recipient of the heart and, more substantially speaking, the riches of Mr. Hillhouse, the Dame's gossip is rather ambiguous, to say the least. She mentions in the same breath the names of two young society leaders—Miss Grace Eveline Tre Denick and Miss Estella Vera Montgomery, both of whom are endowed with more than the usual gifts of nature. In the event of Mr. Hillhouse's choice, we will learn his preference in the matter of blondes and brunettes. Miss Tre Denick is 'divinely tall and divinely fair,' while Miss Montgomery is of the petite brunette type. Both of the social lights in question have received more than ordinary attention from the tall and handsome young banker; indeed, so marked that the mothers of the damsels are anxiously awaiting the outcome of the strife between their beautiful daughters for the rich prize. In fact, a few cautious bets have been wagered by male acquaintances as to which of the two will be the lucky Mrs. H."

I am not a profane man, but I am sure that if any member of the clergy had been within ear-shot of me that particular afternoon when, while opening a batch of mail in my private office, I ran across the above clipping sent me by an anonymous friend, my ejaculation of righteous anger would have caused him much mental anxiety as to the future welfare of my soul. I was angry—swearing mad, in fact. I leave it to you, gentle

reader, if I had not received due and just cause for my sinful explosion.

I was the Mr. David Browne Hillhouse referred to in the scurrilous article, and I knew that the bit of rhetoric printed in *The Social Meteor* was by that time a choice morsel for the gossips of San Francisco's ultra set. Of course, no one ever read the miserable sheet, if one believed all one heard; still, I am willing to wager a snug sum that nine-tenths of the fashionable folk in the metropolis would rather go without their Saturday breakfast than without the prying little paper.

I closed the half-open door that separated my own sanctum from the general offices, to drown the busy "click, clack" of Miss Smith's typewriting machine, and returned to the comfortable revolving chair before my desk. Outside the bright June sun shone in all its radiance of a perfect day, and threw its dazzling rays through the open windows, scattering bright spots on the mass of correspondence that littered the domains of my desk. The drowsy hum of street traffic below just crept into the room and made a fitting accompaniment to the now faint and never-ceasing sound of the typewriter in the adjacent office.

I ran my fingers through my hair and sighed disgustedly as I perused for the fifth time the extract from *The Social Meteor*.

"Both of the social lights in question have received more than ordinary attention," etc.

Well, I do not deny that I had gone around considerably with Grace and Estella (I had been calling them by the first names for several months) but what of it? Can't a man pay a young woman some little attention without being at once regarded as a suitor? Still, to be absolutely frank, I had seriously considered marrying one of them; but, for the life of me, I could not make up my mind which one I liked the best.

Grace—tall, commanding, grave and sympathetic, always seemed to act as a soother to my weary brain after a day of hard work at the office. When in her company I felt rested, and oftentimes told myself that she was just the girl for me. No foolishness about her, I can tell you. She didn't play golf nor ride a bicycle, and cared very little for dancing. And, (her mother told me this in strict confidence), she knew more about a cook stove than a Beethoven sonata, and was a capable nurse. On the evening that this secret was confided to me I came dangerously near proposing. I had been suffering from a splitting headache all that day at the office and, as I sat beside Grace in her charming little sitting room, I thought how nice it would be to have her pass her white, cool hands over my heated brow. I believe that I would have asked her then and there, had it not been for the untimely, or timely, entrance of Susane with the tea.

And Estella! Pretty, vivacious, winsome little Estella, with her snapping black eyes, as dark as a starless night, waving tresses, like the wings of a raven in color, nimble fingers that could make a piano simply talk. Some people called her frivolous—light-headed, but let me assure you it was only slander from the sharp tongues of jealous females. Estella was anything but a domestic creature. I don't believe she could boil an egg properly; but, after all, what would the wife of Mr. Hillhouse need to know about culinary art. And on a horse! There wasn't a cleverer woman rider to the hounds in all Gotham. She always had a sort of bracing effect on me; kind of livened



"I CAME DANGEROUSLY NEAR PROPOSING."

me up, you know. Always had some new song or a score from the latest opera to entertain me with. She was as well posted about sports as I; could name the horses and their jockeys that had won the Derby in the past eight years; knew all about football and the varsity crews, and could tell a dog's breeding by a look at his mouth.

I sighed again as I meditatively rubbed my head, and indulged in a strain of serious rumination. The horrible article that lay before me had opened my eyes. I had no idea that the little *affaire de cœur* of mine had become public property.

"Damn it!" I exclaimed, bringing my fist down on the desk with a vigorous thump. "This has gone far enough. I have just got to choose between them. It's only in justice to the two girls. I can't go on loving them both, and, not being a Mormon, I certainly can't marry both of them. But who—oh, this is enough to drive a man to drink!"

But I faced the disagreeable enigma bravely and vowed that before I left my office that day I would settle the matter for good. Suddenly a bright thought flashed into my mind and despondency gave way to high spirits. Eureka, I had it! The very thing—a test of love. To be sure, it was not exactly a very honest thing to contemplate, but desperate people are driven to desperate expedients. I would put the two girls to a test; the one who came through it with flying colors would be Mrs. David Browne Hillhouse within six months or I could be put down for a fool.

To think was to act. I rapidly penned the following epistles:

"My Dear Grace: I will not be able to call to-night, and therefore trust that you will pardon this somewhat late letter of regret. The fact is that I am worried over business matters. I got caught in the run on Wall Street yesterday and I now see ruin staring me in the face. Within a day or two I will no longer be a member of my father's firm, as he has refused to help me clear myself from the ruins wrought by my love for speculation. I will be absolutely penniless and must begin life all over again. No more horses; no more luxuries! But I feel sure that such material alterations in my life will not blight that friendship, (I trust some day to call it by a far sweeter name), which exists between us. Please drop me a line to cheer me in my trouble. You can say something now that would do more toward stimulating me to further efforts than you can possibly imagine.

Yours affectionately,

David B. H."

"My Dear Estella: Am afraid we must postpone our ride which was to have occurred to-morrow afternoon. It is only fair that I give you the reason for breaking the engagement. I have suffered severe business reverses within the past twenty-four hours, due to foolish speculation in wheat. A few days will find me as poor as the proverbial church mouse and no longer a member of the firm of Hillhouse & Hillhouse. After paying off my debts I will not have more than a few dollars with which to begin anew. I know that this will not affect the friendship and close companionship which has been so pleasant to me in the past. A few words would cheer me greatly.

Yours affectionately,

David B. H."

"There," I cried exultantly, holding out the two letters at arm's length. "The test of love! I'll soon know which one loves me the most; whether it is my bank account or my own self they seek. The test of love! Hurrah!"

I read both of the missives aloud, not noticing the quiet click of my office door nor the soft rustle of skirts that followed. As I finished the reading I was brought back to my position in the business world by the voice of Miss Smith.

"It is almost six o'clock, sir," she said, in her quiet tone. "Have you anything more for me to do before I leave?"

"No, Miss Smith." I fear my face had assumed a very roseate hue; I wondered if she had heard me reading my "test of love."

"Thank you, sir; good evening."

"Good evening, Miss Smith," said I.

To make my story to Grace and Estella all the more realistic I determined to get out of town for a week or ten days in order not to have to appear at any social gatherings where they would be sure to attend. This ostracizing myself from the giddy throng



"WELL," SAID HE, "WHAT IN BLAZES IS THE MATTER WITH YOU?"

would be verifying my supposed collapse in business. So I packed my valise and ran up to Harbor Point to spend a fortnight at "Eloika," the country place of my old college chum, Dick Mathews. Conventionality is eschewed at "Eloika" and there is an environment of blissful listlessness there upon which I, tired of the whirl of social life, thrived and thanked my lucky star for the change.

Dick's wife was a marvel, and the three little Mathews were never troublesome. I remember well the stir Dick's marriage created among his friends. Everyone had picked him out for a *grande parti*, on account of his governor's money and Dick's own good looks. Imagine the astonishment of the upper ten when Dick took unto himself a little blue-eyed girl, who had worked in his office as a stenographer. Of course, the senior Mathews fumed and stormed and threatened to cut his son off without the historical shilling, and, naturally enough, Dick's mother had several fits of hysteria, while his big sisters wouldn't even give him a pleasant look for a year.

"But what's the odds," said Dick to me the first night I was a guest beneath his hospitable roof at "Eloika," as we smoked over our coffee. "I'm happy; got the best little woman on earth, three bright little kids and never a dark cloud yet. The governor was reconciled when the first baby came and it was a boy. I never saw the old gentleman so tickled in his life when he was asked to act as Godfather to the youngster. And now we are one big, happy family. Half the time some of the folks are up here from town, and then we drop in on them occasionally. Nothing like taking the bull by the horns, old man."

We adjourned to the cozy parlor, taking our cigars with us. For Mrs. Mathews insisted upon us smoking anywhere and at any time. She sat down at the piano and played and sang several

of the sweet, old-fashioned tunes. Dick has a good tenor voice and I chipped in with a sort of improvised baritone. It was a jolly good evening.

The next day came in all its bright glory of a perfect summer morning, and with it my mail. I seated myself in an inviting arm chair on the broad piazza and nervously tore open a dainty blue envelope. I read with feverish haste the first of the two letters, which was as follows:

"Dear Mr. Hillhouse: You must know how sincerely I feel for you in your present trouble. We have always been the best of friends and I sympathize greatly with you. I trust that you will come out all right and assure you that nothing can affect our friendship. In your letter you mention something which constrains me to tell you, (and I do so hope that it will not add to your sorrows), that I have never looked on you other than a very good friend. Of course your business reverses have nothing to do with my decision, but your letter calls for a reply, and I believe that it is always the best to speak frankly on such subjects. Do come up and see me any time after the first of next month. I shall be very busy until then. Believe me,

Your sympathetic friend,  
Grace Eveline Tre Denick."

I sighed dismally.

"So Grace is not to be the one. Heigh-ho! And I thought she really had a very tender spot in her heart for me.

"Well," here I brightened considerably. "There is Estella's letter. Dear little girl! I know her answer will be different. I will see what she has to say."

Estella's letter nearly knocked me off my chair. Yes, her letter was different. Here it is:

"Dear David: Oh, you foolish, foolish boy! To gamble in stocks and lose all your money. I am so sorry. But do not worry. You will win it all back, I know. And David, I have such news for you. Listen—I am going to be married! There, the cat is out of the bag. Just think of it; isn't it too funny? You know him, of course; it's Fred Powers, the man who writes such perfectly charming books. He does not like me to be 'mannish,' (that's what he calls my fondness for dogs and horses), so I am going to turn into a domestic stay-at-home. Call on me when you have time, and, if you are real good, I will ask Fred to have you as an usher at the wedding.

Your friend,

Estella V. M."

"That settles it," I groaned, as I left my comfortable seat and paced up and down the cool, shaded porch. "Never again will I have anything to do with girls. Faithless! Fickle! Mercenary! Faugh!"

This rather cynical soliloquy was arrested by the appearance of Dick, who looked at my angered countenance in surprise.

"Well," said he, "what in blazes is the matter with you? You look as if you had backed the wrong horse."

"I have," I returned furiously. "I have backed two wrong horses; both strong favorites, too."

"Easy, easy! You don't need to lose your head about it. Tell me your troubles."

I cooled down somewhat and talked in a rational manner, confiding to my friend the story of my "test of love" and its unlooked-for result. While I poured into Dick's willing ear the tale, he tried hard to keep his face straight, but finally his inclination to laugh got the better of his manners and off he went into peal after peal of hearty merriment. This did not help matters with me; on the contrary, I started off on another tangent, which only added to my friend's mirth. Finally, seeing that I was really getting angry, he quieted down and, placing his hand on my shoulder, we walked the veranda for a time in silence.

"Dave," said my chum, "forgive me for poking fun at you, and tell me truthfully—are you, or were you really in love with either of the two fair charmers? I honestly believe that it is only your vanity that is wounded, not that big heart of yours."

I was bound to acknowledge that Dick's conclusion was not far from correct.

"I guess you are about right, Dick," was my rejoinder. "However, I can hardly realize that neither of them care a straw for me. What a lot of deceit is tied up in one little woman!"

"For real, all wool and a yard wide chicanery, command me

to the young society woman," exclaimed my friend. "If you seriously contemplate marriage, Dave, take the advice of one who knows." Here Dick laughingly halted, placed his hand over his heart and executed a profound bow.

"I refer to yours truly. Pick out a little girl like I did; a girl with a heart and a head filled with something else than the foibles of fashion and the emptiness of social life. But, hullo, I forgot to give you the rest of your mail."

Dick reached into his pocket and handed me another letter, the envelope bearing the firm name.

"This came with the other letters," he explained, "but it was delivered to me by mistake. I see it's from the office; hope there's nothing that will take you back to the city."

I was not in a mood to pick up the thread of business at that particular moment, so stuffed the envelope into my jacket and started down to the wharf with Mathews to overhaul some fishing tackle, preparatory to an afternoon of sport on his trim little yacht.

By luncheon time the disastrous result of my "test of love" had almost been forgotten, and we made a merry party during the meal. With the coffee and cigars came the recollection of the third letter and, asking permission from my hostess, I opened the missive.

"Anna Smith," I repeated, reading, woman-like, the signature first. "Why, that's from my stenographer."

A prolonged whistle of astonishment escaped my lips as I finished the contents of Miss Smith's communication.

"Listen, dear friends," I cried, "here is an answer to Dick's little sermon delivered on the porch," (for we had confided the story to Mrs. Mathews), "and it comes as if send by the hand of Providence."

And I read aloud what Miss Anna Smith, my stenographer, had written.

"Dear Sir: Please pardon me for taking such an unseemly liberty in writing to you on a very delicate subject, and I earnestly hope that you will not misconstrue my motive in doing so. I inadvertently overheard you reading a letter when I entered your private office last Saturday afternoon. I feel very sorry for you, Mr. Hillhouse, and would have spoken to you on the following subject that afternoon but could not summon up the necessary courage. Although I have noticed no change in the firm's business since you left, I know from what I overheard that you personally are ruined. You have always been most kind to me as an employer, and, through your generosity in giving me a much larger salary than I really deserve, I have saved up over five hundred dollars, which is banked. I want to assure you that I am more than willing to continue in your employ and help you in my humble capacity in straightening out your affairs. I will not require any salary until you are able to pay me, and would offer you the little sum I have at my disposal, but know you would refuse it and take the proffer as a presumptuous act on my part. Please do not be angry with me, and believe me when I say that I will be very unhappy if you will not accept my services, small as they may be, until you are once more where your hard work entitled you to be—on top. Yours respectfully,

Anna S. Smith."

"She's a brick," burst out Dick, enthusiastically. "Just like my little wife acted when the governor was going to chuck me over. That's a woman for you!"

"Yes, Dave," I remarked, more to myself than to my friend; "she is a brick. Humph—Anna—that's a pretty name, isn't it?"

The following is an extract from the society column of the *Examiner*, Sept. 14, 1901:

"Grace church was the scene yesterday afternoon of the marriage of Miss Anna Stapleton Smith and Mr. David Browne Hillhouse. The Rev. Dr. Morgan officiated. Mr. Richard Willard Mathews acted as best man, and the bride was attended by Mrs. Richard Willard Mathews. Mr. and Mrs. Hillhouse left immediately after the ceremony with Mr. and Mrs. Mathews for Harbor Point, where they will spend a few weeks at Eloika, the summer home of the Mathews, after which they will take an extended European trip."

## Along the O. R. & N. in Oregon

'PICTURES NO ARTIST CAN PAINT'

To see the beauties of Oregon, take a ride across the state on the locomotive of one of the overland trains, writes W. C. Cowgill in the Baker City *Democrat*. The great moving panorama fills one with amazement, and the riches of field, forest, orchard and stream unfolded give ample reason why the people of the East are seeking homes in Oregon, where there is every variety of climate and soil free from the droughts, cyclones and blizzards which prevail in most states of the East and Middle West.

It was a gorgeous autumn day when, as the guests of the Oregon Railway & Navigation Company, we boarded the Chicago special at the Portland station for a ride up the Columbia, through the gorge of the Cascades, past the sand dunes of the middle river and over the Blue Mountains into the gold fields of Eastern Oregon. Perched upon one of the high seats in the locomotive cab, we obtained a splendid view of the flying scenery.

After leaving Troutdale the train plunged into the mountains, winding about the base of the hills with the blue waters of the mighty stream ever on our left, sparkling in the bright

going through the last lock on its way to Portland, pausing a moment at Hood River and diving through the new tunnel just beyond, we soon came to Mosier, where the most expensive work on the Portland division is under way. Hundreds of workmen are stretched along the line for miles, their picturesque camps dotting the scenery every mile or so, and soon this piece of crooked track will be almost straight. Here the palisades of the Columbia rival the finest scenery of the Hudson, and from the new track, which will be on a lower grade nearer to the river bank, the traveler will have a better view of nature's great work.

After the Dalles the train soon left behind the Columbia gorge and was rapidly moving by the great sand dunes of the middle Columbia, which have made so much trouble to the operating department by blocking the track during wind storms. This will not be so bad in the future, as Industrial Agent Judson has found a grass which will grow on the sand and which will hold it in place, but it takes time to get the grass started. Beyond these sand hills lie the great wheat fields of Oregon, from which the stations along the way are now piled high with gold-



PILED HIGH WITH GOLDEN GRAIN READY FOR SHIPMENT.

sun of the Indian summer day. While taking water at beautiful Bonneville, a fine view was had. The mountains, as far as the eye could reach, were covered with the bright foliage of autumn. All shades of yellow, brown, red and dark green lent an indescribable charm to the picture. Apples, plums and grapes were being harvested in the orchards and vineyards, and at the little lumbering towns all was industrious activity. The big salmon wheels along the banks of the river were out of gear, but told of past harvests of Columbia River beauties.

Speeding along at forty miles an hour one could not fail to notice the vast improvements in the road bed, a part of the general improvement plans put in effect on the entire Union Pacific system and allied lines of the Harriman syndicate. Miles of white rock ballast built up to a straight line on each side of the track, stretch away in the distance, in symmetrical waves, which the engine in rapid motion seems to be grinding beneath its huge driving wheels. Many curves have been eliminated, bridges filled and tunnels built in order to shorten distances, increase speed and reduce the cost of operation.

Flying past Cascade Locks, where a big steamer was just

en grain ready for shipment.

At Umatilla we changed engines, getting one of the new mogul passengers. These monster machines weigh 180,000 pounds and rest on six 65-inch drivers. They are of the compound class built by the Baldwins, carry 200 pounds of steam at less fuel consumption and are equipped with all modern labor saving devices. Our engine was the "No. 404." To get into the cab is like climbing the side of a house, but we managed it, and in about an hour had passed Pendleton and commenced the ascent of the Blue Mountains. Here was where the tremendous reserve force of these new engines was shown. We were about twenty-five minutes late, but "404" walked away with that train of eight Pullmans like they were toy wagons trailing behind, and we reached the summit at Kamela on time.

The ride over the Blue Mountains is interesting at all seasons of the year, and particularly so in the fall. Dropping down from the summit into the Grande Ronde Valley, twenty miles, is soon accomplished.

In the Grande Ronde Valley the wheat and sugar beet crops are about in, and the farmers are generally very prosperous.

Large fruit crops were also raised there this year, and the people will enter the winter well prepared to endure what may come.

Once more under way we ascend the east range of the Blue Mountains, and drop into Baker City, the center of the Eastern Oregon gold fields, well satisfied with the ride on the front of the limited express. It may be added that never before in the history of the State has Oregon presented so many inducements for the settler and the capitalist as it does to-day. Before snow flies some of the largest mining deals on record in the Northwest will have been consummated here, and British and New York capital will be actively engaged in handling the yellow metal.

#### HOW FORTUNES ARE MADE QUICKLY.

The problem of the present day is how to make a good deal of money out of a little money. A man may toil for years on a farm, in an office, or within the confines of a workshop or factory, and still find himself and family left unprovided for against the certain coming of old age. No quick gain of fortune has ever been made outside the pale of investment and speculation. It is true that there is an element of risk in speculative ventures, but there is also the element of gain. To venture a hundred dollars in the hope that it will one day return \$5,000 is a risk, but if good judgment be back of it it is a risk worth taking. That investment is the speediest road to competence is a fact too well known to permit of argument; the one thing to be considered is when and where to invest—so that the element of risk will be a great deal slighter than the promise of success.

Just now the quickest and perhaps the surest road to wealth lies in the proven oil fields of the country, especially in such districts as the Coalinga in Fresno County, California. This entire district is known to be phenomenally rich in high-grade oil. On the eighty acres owned by the St. Paul-Fresno Oil Company, for instance, it seems hardly probable that a well can be sunk anywhere without striking oil. This property is about three miles northwest of Coalinga, on the Southern Pacific Railroad. It is in this famous district that the great Chancelor and Canfield wells are found; and here, also, are located the fabulously rich wells of the Home Oil Company, whose stock has reached \$5,000 per share—the highest value ever attained by any oil stock in the world. Many other dividend-paying companies are operating in the same district. On two sides of the St. Paul-Fresno Oil Company's eighty acres are some of the most successful oil wells in the Coalinga district; and the company's property lies directly across the line of the formation. Here, then, is an opportunity for investment where the element of risk is almost totally eliminated. In the first place, the company's property all lies in a proven oil field. Famous producing wells are all about it, and the land itself is to-day worth a fortune. In the second place, the capitalization of the company (\$250,000) is so small, compared with its holdings, that the returns to stockholders cannot fail to be enormous as soon as wells are sunk. Many other companies have larger capitalization on only a few acres of oil land. In the third place, the company is officered by men of so high standing that it is absolutely certain that every dollar realized from sale of stock will go into actual development work. Not one of them receives a salary, and there is no luxurious office to support. The company wants money to sink wells. With one or two wells in operation, the proceeds therefrom will be ample for all future needs. Other wells can then be sunk until the entire eighty acres are developed. There have been very few failures in the Coalinga district, and so well defined are the oil indications on the eighty acres named that oil experts and oil men of all grades of experience say that all thoughts of failure can safely be put aside.

The St. Paul-Fresno Oil Company is incorporated under the laws of the Territory of Arizona. Its capital stock, as before stated, is \$250,000, divided into 250,000 shares of the par value of one dollar each, all fully paid and absolutely non-assessable. No personal liability whatever attaches to stockholders. The officers are as follows: President, H. H. Welsh of Fresno, Cal., attorney at law and president of the Coast Water Company; vice-president, L. T. Chamberlain of St. Paul, assistant counselor Northern Pacific Railway Company; secretary, U. M.

Thomas of Fresno, formerly of the Thomas Printing Company of St. Paul; and treasurer, J. T. Ingersoll of St. Paul, wholesale dealer in dental supplies. Among the directors is Mr. B. H. Evans of St. Paul, a member of the great mercantile house of Schuneman & Evans, known throughout the entire Northwest as one of the most reputable and successful firms in the country.

The fiscal agents of this company are M. N. Goss & Company of St. Paul, whose offices are at 608-609 Manhattan Building, corner Fifth and Robert streets. Before making this business connection Mr. Goss went to California and made a personal investigation of the company's property. He found it situated within the proven oil territory, with producing wells near by on all sides, and considers the chances for striking oil and making money most excellent. He has bought this same stock himself, and recommends it to his friends. For a limited time only Messrs. Goss & Company are authorized to sell St. Paul-Fresno stock at twenty cents a share, a price so low that orders are sure to follow thick and fast.

#### LAKE SUPERIOR IRON REGIONS.

The *Marine Review* of Cleveland, O., will begin the publication, in its issue of Dec. 12th, of the biography of the Hon. Peter White of Marquette, Mich., or to put it more correctly, will begin to relate the history of the discovery and development of the iron regions of Lake Superior. The story will be concluded in three numbers. The whole fabric of the history of the development of iron is woven about the life of Peter White, because it is a singular and impressive fact that his life encompasses all of it. He was practically there when the first iron deposit was discovered, and he is there yet. He was with the first handful of white men who penetrated the wilderness of the upper peninsula of Michigan. The only inhabitants of the unbroken forests were the wild beasts and Indians. At that time the canal at Sault Ste. Marie was merely a vague hope of the future. The only roadway was the Indian trail; the only food, such as one's skill with gun and line secured. There were no vessels on Lake Superior bigger than the birch-bark canoe, save a few which had been dignified with the name of schooner, but upon which to-day no one would think of risking his life. Under these adverse circumstances, the development of the iron mines, lying in the hills 14 miles from the lake shore, became a monumental labor. Several of the companies went bankrupt and none declared a dividend for 15 years. Peter White was a part of this experience, serving as clerk to an iron company, penetrating the trackless wilds with dogs and sled to fetch the mail, acting as amateur counsel to minor litigants, representing the region in the legislature, and finally establishing himself as banker to the community. He became the most moving and picturesque figure in the gradual unfolding of the wonderful industrial panorama of the Lake Superior region. He saw the plank road give way to the steam railway, the first great iron ore dock, with its pock-ets and shutes constructed, the Sault Ste. Marie canal built, and the great highway of the lakes made clear for that stupendous torrent of ore, which has made the United States the great industrial nation that it is. These deposits to-day are the principal asset of the United States Steel Corporation. They are this great company's bulwark—the chief thing which makes its stock unassailable.

All the facts in the history, brought down to 1901, are authentic, and many of them have not hitherto been published. The narrative has not only the quality of romance, touching as it does the fate of the Indian woman Angelique, on Isle Royale during the winter of 1845, probably the most tragic of all incidents connected with the father of waters, but is invaluable from the historical standpoint. As the edition of the *Marine Review* is of a limited character, those who desire copies are advised to order them in advance.

#### THE GREAT FORESTS OF TEXAS.

Although usually regarded as a land of plains and prairies, Texas is an important lumber-producing State, and millions of feet of lumber are cut annually in the eastern part of the State. Texas possesses some 64,000 square miles of woodland, the largest area of the kind in any American commonwealth.

## Romance in a North Dakota Marsh

B Y K A T H E R I N E B A R B E R

I was spending the summer at an army post on the extreme northern border of North Dakota. Fort Pembina was just a one company station, and as garrison life was so very limited we had to play pioneer and explore the wild land about us, study the queer Icelandic settlement in the village, make futile search for the names of the gorgeous purple and yellow flowers of the prairie or play tennis. We did a good deal of this last—at least the men did—and I was perfectly happy to lounge under the stunted boxelder trees and dispense ice water and compliments. There were a few people not of Icelandic descent who lived in the village, when they were not at our tennis court, and a God-send we considered them. They knew just how to take care of us. Sometimes we drove our four-mule team to a tennis tournament thirty miles away, played all afternoon, danced all night, and came home by sunrise; sometimes we packed the big ambulance and went across into His Majesty's realm to see the queer Mennonite social settlement; sometimes we went fishing; sometimes hunting.

I labored all the early summer to convince Jack Crosby that it was cruel to hunt ducks, but he always laughed at me. He said I was prejudiced and would outgrow my notions; told me of things he considered more cruel, which of course necessitated a change of conversation; but we always came back again to the old topic. About a week before my departure for Iowa, Jack undertook my conversion. It was late in August and the ducks were flying well, so the men arranged a hunting excursion, where they could take us, too. I fancy they thought their lunch would be well managed if we were along. But anyway, we went.

It was a gorgeous day; just cool enough to exhilarate us a little and to make the mules travel well. The hunting wagon rode better with a party of eight than it ever had with four, I am sure, and every one was in a merry mood. The big wheat fields stretched away at either side unendingly, but I forgot to be lonesome for fences as I usually was. The flax was bluer than ever; the poor, desolate houses looked picturesque in their unpainted colors, and the blackbirds showed us what is meant by an infinite number of living beings. At the marsh we divided into parties, Jack announcing that I was to be taught to shoot a duck, or at least to pole the mud scow for him. I had a little misgiving, but my curiosity overpowered my scruples, so along I went.

To one who has never before been in a ten-mile marsh there is something wonderfully weird in the feeling that only the birds and reeds can see one. The rushes are so tall and still, the water so quiet, until an unexpected bird seems to appear from nowhere on its surface. Above one there is just sky, with thousands of little birds and strange insects whirring over, or perhaps an old goose way up, just out of gunshot.

Jack poled and I carried the gun, and he had to be so careful to avoid tangles that he had not time to talk of topics that I always avoided, yet was just a little afraid he would not come back to. That is, he poled till we got out into the midst of the marsh, then he got out to wade and shoot. He did not have much luck, for his ducks seemed to be mostly mud hens, and I was maliciously glad. At last he tired of wading, and started to get in again. As he stepped on the side, the water in the scow—of course it leaked; they all do—rushed to the lower level, and we dipped about half a boat full.

Jack looked scared. I laughed and laughed, and could not stop. Then he laughed with me. I pulled off my rubbers and bailed with them, but even their size would not save us; Jack used his cap, but that was of no avail; we were sinking, and land way out of reach—that is, horizontally. I did not care to find it by going down, but so far as I could see there was no help. Neither of us could keep sober, but it was beginning to be a rather grave outlook.

"There's just one thing to do, Gertrude," Jack said. "I can

put the pole over those rushes and set you on it; you'll not sink, and I can run the tub up on these others and empty it. Come on."

"No," I said. "I'll walk."

"Walk! You can't! I'll have to carry you, and quick, too. You are getting soaked. Don't be foolish!"

I must admit I was damp. My necktie and hat may not have been wet, but all the rest of my attire was decidedly so. My new tan shoes were already beyond redemption. I shut my eyes. "Come on," I said.

Jack took hold of me. I did not like it—I thought I did not—and wriggled away. "I'll swim or wade," I announced.

"Now you behave yourself," commanded Mr. Crosby. "Whether you will or no, you're going over there."

Well I went. I seem to have a faculty of obeying when Jack uses that tone, and it wasn't half so bad, either. It really was fun to balance on that pole, and see how strong he was as he picked up that boat and dumped it. Then he put me back, and I never raised a protest.

By the way, I had kept the gun all dry. Jack hadn't thought of it, but now he noticed how well I had cared for it, and his joy over its condition made me a bit sulky, for I was cold in such wet clothes. I was not jealous of a gun; but, well, I don't know what was the trouble. Jack surmised my state of mind and laughed. That did not increase my good nature, but he did not give me a chance to say anything.

He just remarked: "Gertrude, dear, we need each other. You need me to carry you out of swamps, and I can't get along without a guardian for my gun and traps. It does not make any difference what you say. I'm going to carry you off just as I did this afternoon, so you might as well give in. Steady, there, you'll swamp the boat."

What could I do? I knew he must be uncomfortable there in water to his waist, so I told him to climb in, even accepting all his conditions.

The rest of the party laughed when they saw our condition and the absence of ducks, but we did not mind.

The tan shoes came out all right.

### "GONE TO HELL ROARING."

Some time ago George Dier purchased the property of the erstwhile "Duke of Hell Roaring," on Hell Roaring Creek, and a few days before Christmas he repaired there to spend the holidays, leaving the sordid masses and bustling surge of city life to live in peace and spill his very soul out in close communion with rugged nature.

On Christmas-day, the Bozeman (Mont.) *Chronicle* says, a friend of Dier's appeared, and, failing to find him downtown, and not wishing to leave without extending the courtesies of the day, went to a telephone and called up central.

"Give me 11-3, please. Hello! hello! Who is this?"

"This is Mr. Dier's residence," replied the domestic.

"Is Mr. Dier there?"

"No; he's gone to Hell Roaring."

"Gone to hell a-roaring?"

"Yes."

"Impossible! Step a little closer to the 'phone, please. Now, where is Mr. Dier?"

"Gone to Hell Roaring."

"Impossible, I say! Mr. Dier is a good business man, and a Christian gentleman!"

"Very well, sir; Mr. Dier is not here."

Dier's friend hung up the receiver with a sorrowful expression spreading itself smoothly and completely over his face; then, with a staggering, painful gait, he perambulated slowly toward a wet-goods concern, and in a hoarse, trembling whisper called for thirty or forty drops—to make the world look brighter.



## Hunting for Lost Mines

Romance of Hidden Millions Once Found—Now Undiscoverable



There comes a time in the life of every desert prospector in the Southwest when he has to go forth and look for the famous Pegleg placers.

In some cases one experience is sufficient, and if he is lucky enough to come through it alive, he is satisfied to let others do the hunting thereafter.

Then, again, the disease may become chronic, and he is known in the camps upon the edge of the desert as a "Peglegger." No one is surprised if he disappears utterly, because that is the general fate of the Peglegger who does not have the luck to die by accident, within the jurisdiction of a coroner. Every winter men take up the quest.

Few mineral regions in the West are without their legends of treasures found and lost. Up in Wyoming there is the Lost Cabin; in Washington men hunt for the deposit that Schifflin, the diamond king who founded Tombstone, discovered just before his lone death.

Somewhere around Mono Lake, in California, lies the Whitman mine, of which Mark Twain wrote in the book that made him famous. Southern California has the Breyfogue and the Gunsight in the Death Valley region; there is the Lee in old San Bernardino County, the Pegleg and the lost mines of the Spaniards in San Diego County, with many more whose very existence has been forgotten.

Among lost mines the Pegleg occupies a unique place in that it has been found and lost at least four times. It has been hunted for in California, Arizona and across the line in Mexican territory. Its story is a record of tragedy, and the number of its victims will not be known until the desert, like the sea, gives up its dead.

In 1837 a trapper named Smith, who was subsequently known as "Pegleg," because of an accident that left him with but one leg, started from Yuma for Los Angeles.

The old trail, which is still used, zigzags westward along the Mexican line between infrequent and uncertain water holes, until it climbs out of the desert, north, by Warner's pass, over the Paloma, and so down into the fertile Mission grants that now form the orange belt of California.

Somewhere east of this pass Smith lost the trail in attempting a short cut, and climbed the highest of three low hills to regain his bearings. While reconnoitering he picked up some lumps of black and burned looking metal, with which the hill was literally covered, which he supposed to be native copper.

Years after he showed the "copper" to a miner, to whom he related the incident. The stuff was pure gold. Pegleg, on learning what he had found, promptly went crazy with excitement, developed brain fever and died. But the story got out, of course, and the search for the Pegleg treasure began.

A number of men were in possession of clues, and had they at that time combined their knowledge, something might have been done, but the secretiveness of prospectors on the track of a good thing stood in the way, so each man followed his own path to a common failure.

Other men with no clue whatever to guide them, trusted blindly to luck, and overran the rugged and waterless wastes to no profitable end. Then by chance the Pegleg was again discovered.

A discharged soldier from Fort Yuma lost the Los Angeles trail and met with an experience similar to Smith's. Climbing one of the three low hills to catch sight of Warner's pass he found at his feet the same black and burned-looking metal. But the soldier knew what it was.

Loading himself with as much as he could carry of the coarse gold nuggets he made his way to Los Angeles. He told his story there to every man who took his fancy, promising them fortunes with the generosity of an autocrat in his cups, and asserting that there was gold enough on the hill he would lead them to to make a regiment of millionaires. Presently the sol-

dier and his gang started back with a big outfit of mule teams and wagons.

For some reason that only can be guessed at the party did not strike back through Warner's pass and out by the old Caros Springs station, now a picturesque ruin. Probably the country in which the Pegleg was found was not passable for vehicles from the pass and they decided upon a shorter route. Be this as it may, not one of the party was again seen alive.

For years their fate remained one of the innumerable mysteries of the desert, until one day some prospectors whose burros had stampeded came upon the skeletons of men and mules in the foothills of Cuymacca that overlook the maddening desolation of the Salton sea.

Tradition has it that one of the skeletons had a bullet hole through his skull. It may have been the soldier, whose companions, lured to their death, were probably ripe for any violence when their plight was discovered.

The next finder of the Pegleg was a Soboba squaw. It was when the Southern Pacific was building across the waterless wastes from Yuma to the San Gorgonio Passo—through the purgatory of the desert to the paradise of irrigated California beyond.

One day when the rails were down as far as Salton, a half naked squaw crawled to the construction train from the blazing south. They gave her water and saved her life, though she was delirious for a time.

Knotted in a handkerchief she had several pounds of the black burnt gold of the Pegleg, some nuggets of which she gave to the engineer. She had left the Soboba reservation, on the edge of Warner's ranch, with her buck to go to the Koopagh settlement down below Yuma, near Blythe colony.

They had somehow got off the trail east of the pass, and had run out of water. At last she had ascended the highest of Trios Picahos (three peaks, or hills) and from it had seen the smoke of the construction locomotive, miles away.

On this peak she had picked up the nuggets; on the way to the railroad her "man" had give up and died of thirst. All efforts to get further information from her proved futile.

As she recovered she refused to talk, and in a day or two went back to her own people. Every Southwesterner knows the futility of asking an Indian anything about gold. Their strongest superstition is to the effect that to lead a white man to a gold field involves not only a physical death, but spiritual torments in the hereafter.

The only person who appears to have got any good out of the Pegleg was a Mexican, a hard riding vaquero, who punched cattle and herded horses on Warner's ranch, fifteen or twenty years ago.

This Mexican suddenly appeared with great wealth, whose gorgeous raiment, bucked every monte game between the Agua Caliente and Ensenada and lorded it over the dark-eyed damsels of his race.

Whenever his funds ran low he left Warner's ranch alone and returned in a few days with a few thousand dollars in the burnt black gold of the Pegleg, which he deposited with the store-keeper at the ranch.

Gold—that is, placer gold—has an individuality of its own, and an experienced miner can tell by looking at a nugget just where it was found, provided, of course, that he has worked the same ground. And there is no mistaking the Pegleg gold, which on top, where it has been exposed to the action of the sun, is as black as slag.

Of course attempts were made to follow the Mexican, but he rode the best horse in the South, and at a certain point his pursuers always lost him. From this point he was invariably absent one day, so it is certain that the Pegleg is half a day's ride or less from the place where the trail disappeared. He did not live long enough to enjoy his prosperity.

A Mexican, with whom he quarreled, carved him with a knife, and he never spoke afterwards. He left \$4,000 in nuggets and coarse gold at the ranch store, and the storekeeper spent years in a futile effort to relocate the lost bonanza. It was through him that many of these facts, now published for the first time, were obtained. The storekeeper finally gave up the search, but other men, less fortunate, have left their bones in the desert.

One of these was Tom Cover, ex-sheriff of San Bernardino County, who started up a canon on foot, leaving his companion to wait for him in a buckboard on the trail. Dead or alive, Cover was never seen again, though his friends organized searching parties and left no stone unturned in a vain effort to recover his body.

To one who knows the country it would seem a simple matter to relocate the Pegleg. But there are hundreds of square miles so broken that the prospector cannot see fifty yards in any direction, and to lose his bearings means death by thirst. It is a volcanic region, broken down and sown with ashes and lava, a gloomy waste where death and silence stand guard over a hill of gold.

The Lee mine has a different history, though none the less tragic. Years ago Old Man Lee came into San Bernardino and recorded a quartz location, describing it as nearly as he could in the absence of a survey.

vited to come and look at the property, for which he received numerous offers.

Ex-Governor Waterman, who founded Julien, was eager to buy a half interest in the Lee, but the owner gave it out positively that he would sell to no one. For that reason, and because the location was remote and difficult of access, no one ever went out there.

One night Lee left San Bernardino to return to his mine, and was picked up next morning just outside the town with a bullet hole in his heart. The object of the murder was not robbery, as a sum of money and a valuable watch were found on the body. The assassin was never caught.

In time the location became void, and ex-Governor Waterman published a standing offer of \$40,000 for a half interest in the mine, without investigation, to be paid to anyone who found it. But mine, machinery, buildings and dumps have disappeared utterly, nor was the man employed by Lee ever heard of again.

It is generally believed that when the old shaft is relocated the skeleton of the miner will be found at the bottom, one of those accidents that constantly happen under ground, having killed or crippled him in Lee's absence.

There is an old mine back from the Portholes of San Diego County that was worked by the Spaniards a century and more ago. When the Indians arose and killed their task-masters



WHICH HE DEPOSITED WITH THE STOREKEEPER AT THE RANCH.

He hired a man to help him develop the ledge, and from that time forward until his death made periodical visits to town to buy supplies and ship the bullion that he brought in, for he reduced his own ore by means of an arastrra.

He was a sociable man and had many friends, and made no effort to conceal the whereabouts of his bonanza.

There are men still living in San Bernardino whom he in-

they filled the shaft and obliterated the trail, but they know where it is to this day.

A few years ago a Yuma agreed to show the spot to Dr. De Courcey, of Yuma, but on the journey he became frightened and turned back. There is also a mine in the Gila range that an Indian started to uncover to a white man, but he, too, yielded to his superstition on the road and could not be induced to go on.

## A New Era in Minnesota Life Insurance

By AUSTIN L. HALSTEAD

For nearly twenty years the mission of this magazine has been to build up and develop the material interests of the Great Northwest. It has helped to start new industries, and it has fostered and encouraged old ones. The Northwest is its field, and everything of importance that takes place in this field is of immediate interest to its editors and publishers. It is not often that it feels called upon to leave commercial and industrial questions for the consideration of such themes as life insurance, but it does so now for the simple reason that the splendid record of a Northwestern company furnishes the text. Our attention was recently called to the official examination of The Minnesota Mutual Life Insurance Company, of St. Paul, by the State Insurance Department of Minnesota, this examination having been made in strict accordance with the well-known rigid requirements of the insurance commissioner, and the report thereof published to the world Oct. 3, 1901. The report is so entirely commendable that it becomes a pleasing duty to hold this Minnesota company up as one altogether deserving the support and countenance of our people. Not that we wish to advertise its merits, but because its honorable methods, equitable policies, successful career, and the fact that it is the only old line Minnesota company in the State, entitle it to distinction.

Founded as a mutual co-operative assessment association in August, 1880, under the name of the "Bankers' Life Association of Minnesota," an unusually successful career ensued until, on August 5, 1901—after a period of twenty years, the association decided to reincorporate as a regular old-line life insurance company, under the title already given. The transfer of the old business from the assessment plan to a legal-reserve basis began at once, and so honestly and rigidly have all interests and rights been conserved that seventy-five per cent or more of the original assessment business has already been replaced by the new contracts. The State Insurance Commissioner does not hesitate to commend the company's course in this, and in all respects, as absolutely fair to policy holders and meriting their fullest confidence. Nor does he speak in less praise of the company's assets—the character thereof, the investments made, the securities held, and of the thorough, open, complete system of transacting business and keeping the records in every department. Of the total admitted assets of the company at the time of the examination—aggregating \$1,688,459.95, nearly \$600,000 is in government bonds, "the other bonds and stocks owned," the insurance commissioner says, "being equally as satisfactory." This high standard of securities and collaterals, together with the large total of admitted assets, testifies strongly to the careful conservatism of the management and to the general efficiency thereof. Nearly everything is convertible into cash at once—a goodly amount of which, by the way, the company always keeps in bank. It is questionable if many other life insurance companies can show so clean a bill of character where their assets are concerned.

Farther on in the commissioner's report, it appears that "not one dollar of funds belonging to the policy holders has in any instance been diverted from its proper channel; and every dollar received, as well as every dollar disbursed, has been rigidly and honestly accounted for." There is also "commendable promptness," he says, "in the adjustment and payment of death losses, payment in nearly all cases being made immediately upon receipt of satisfactory proofs."

As a matter of fact, the reorganization of the old Bankers' Life Association marks a new era in Minnesota insurance annals. From this time on, the State has an old-line life insurance company of its own. In The Minnesota Mutual Life Insurance Company the people of the entire Northwest now possess a company whose interests are identical with their own. If these people deem it a matter of good business policy to be loyal supporters of home jobbing houses, home manufacturers, home packing interests, home agricultural products, etc., the same line of reasoning will lead them to give their life insurance to this

old-line home company. The Northwest pays millions of dollars annually to Eastern life insurance concerns that are not a bit stronger, so far as the policy-holders' security is concerned, than this Minnesota company. Under the operations of the present laws governing life insurance in the various states, every old-line company is compelled to charge as a liability a sum of money which, if invested at a certain rate of interest, will be sure to equal the future obligations of the company as fast as they mature, this calculation being based on accepted mortality tables. The volume of a company's business, therefore, and the magnitude of its assets, render it not one whit stronger nor more reliable than the smaller company which operates under the same plan and is forced to submit to the same financial test. It has just as large and just as safe a legal reserve fund credited to each of its policy holders as the larger company has, and beyond this the policy holder need not look. No one can doubt that if the colossal accumulations of some of the old-line Eastern companies were more equally distributed between other smaller but equally safe and equally meritorious companies, the result would be vastly better for the country. These towering millions of assets in nowise contribute to the greater soundness of a company, nor to the greater security of a policy holder; it is only doing just what the people of a country wish to avoid doing—centering in the hands of the few too great a percentage of the people's wealth.

We have not space in which to reproduce the State Insurance Commissioner's report in full, nor is this necessary. The following figures are those in which the public is chiefly interested, and their brevity will enable the reader to glean all needed information without confusion:

Total assets .....	\$1,688,459.95
Total Liabilities, \$1,069,024.89 of which represents net or reserve value of policies in force, according to actuaries' table of mortality, with 4% interest.....	1,101,622.89
Total income for 7 months in 1901.....	473,101.92
Total disbursements for same period.....	302,353.67

On January 1, 1901, the company had over \$15,000,000 insurance in force, and up to that time it had paid over \$2,800,000 to the beneficiaries of deceased policy holders. During the entire period of its existence, twenty years, only sixteen claims have been contested. With assets of \$1,688,459, a surplus of nearly \$600,000, and an unrivaled line of policies which guarantee level premium payments during life and the payment of policies in full at death, there is no reason why The Minnesota Mutual Life Insurance Company of St. Paul should not receive substantial patronage from people everywhere. It issues every form of policy, from ordinary life to those of an investment nature—all of them new, liberal, and exceedingly attractive to agents and patrons alike; its rates are low and equitable, its field is as broad as the Union, and its record and management stand unsurpassed by any life insurance organization.

Among the officers and trustees of the company are many of the most prominent and highly honored men and capitalists of St. Paul and Minneapolis. President T. R. Palmer has been a leading St. Paul attorney for a quarter century, is authority on insurance law, and has a broad practical knowledge of active insurance work in the field. He is painstaking, conscientious, thoroughly progressive, and worthy of every confidence. Mr. Douglas Putnam, the secretary, is a man of fine executive ability and large experience, to whom the company owes much of its prosperity, and the two field officers and managers, Messrs. J. A. O'Shaughnessy and Clarence E. Secor, are peculiarly fitted for their responsible positions. Mr. O'Shaughnessy is a former State Insurance Commissioner of Minnesota. He has charge of the Western field of the company, and it is doubtful if an abler man could be named to fill his place. Popular with

agents and with the public, familiar with every form of policy and kind of insurance, he is just the man to build up the business of any company he is connected with. Mr. Secor, who superintends the Eastern field, has been with the company many years, and is rated as one of the best insurance men in the country. The chief medical examiner of the company, Dr. Charles L. Greene, is one of the leading examiners in the United States. He is author of "Examinations for Life Insurance," a book that is regarded as authority on the subject by all medical examiners of life insurance companies. It is an exceptionally strong staff of executives, both in personal character and in knowledge of insurance. Of the board of trustees it is sufficient to name the following, every one of whom is as well known in the East as he is in the West:

Charles H. Bigelow, president St. Paul Fire & Marine Insurance Company; Maurice Auerbach, president Union Bank, of St. Paul, and St. Paul Title and Trust Company; Gen. J. B. Sanborn, John B. & E. P. Sanborn, attorneys; Crawford Livingston, capitalist and ex-president St. Paul Gas Light Company; James F. R. Foss, ex-president Nicollet National Bank, of Minneapolis; Kenneth Clark, president Merchants' National Bank, of St. Paul, and Albert H. Lindeke, of the great wholesale dry-goods house of Lindeke, Warner & Schurmeier, St. Paul. This is an aggregation of business talent and capital rarely found in any one company. If anything else were lacking to make The Minnesota Mutual Life Insurance Company wholly reliable in every way, the names and standing of these trustees would alone supply the want.

We know of no company that has a more promising future. If we wished to make life insurance a business, this is one of the few companies we should wish to solicit for. Its praiseworthy methods, liberal policies, new features, and the fact that, as previously stated, it is the only old-line life insurance company which Minnesota and the Northwest can claim as their very own, are sufficient grounds upon which to base our expectations of its future prominence in the insurance world.

#### AT THE PARTING OF THE WAYS.

Permanent success in any undertaking requires something more than mere ability. Genuine merit, honesty of purpose, abiding faith, unswerving loyalty and dauntless courage are also needed. It is the privilege of this magazine to bring to the notice of its readers an institution whose success is in a great measure due to these essential requisites. The St. Anthony Institute, 51 Western Avenue, Minneapolis, Minn., can satisfy anyone that its treatment for alcoholism and the morphine habit is all that is claimed for it. The old methods are here superseded by what the management correctly terms the "natural method." In explaining the system, the manager, Mr. Richard Leffmann, said: "Of course, each case is somewhat different from every other, and therefore requires careful diagnosis and treatment based upon individual conditions and needs. Aside from these special demands, the general treatment aims chiefly to bring about three things, viz.:

- "Elimination from the system of poisonous substances;
- "Assimilation by the system of invigorating substances; and
- "The restoration of the patient to a normal condition."

The first object is generously aided by the St. Anthony medicated electro-vapor bath. This bath, it is claimed, is far superior to any other. It does the work beautifully, does it efficiently, and without drain upon the vitality of the patient.

The second object is attained by the aid of tonics and correct diet. The proper selection and preparation of food for the patients is not a simple matter; on the contrary, the management claims it to be a science requiring special study and extraordinary care.

The third object is partly attained by the accomplishment of the first and second, but only partly. To restore the patient to his normal condition involves the correction of an abnormal appetite, and special treatment becomes absolutely indispensable.

The St. Anthony Institute is well prepared for its work. It does it thoroughly, and without injury to its patients. "To make money," the management says, "is not our highest ambition. We do not scorn financial success; in fact, we work hard for it—partly because we know that we are entitled to it, partly because,

in this commercial age, financial success is positively necessary to every undertaking, and we realize that the permanency of our institution and the extension of our work, which we consider work of the highest order, work of essential usefulness, cannot be possible without it.

"Our regular rates are, considering the value of our services and the great expense of maintaining an institution of this kind, extremely reasonable. Whenever a deserving case is brought to us, however, where it is satisfactorily shown that our ordinary charges cannot be met, we reduce them gladly, if necessary, to the extent of rendering our services free, collecting merely the bare cash outlay. We do not consider this charity, we deem it our plain duty.

"All correspondence is strictly confidential; testimonials are not solicited, and names of patients are never revealed. So far as success depends upon us, we can truthfully and honestly assert that we never fail; success in every case being simply a mathematical certainty. We stand back of every claim with a positive guarantee, which we cheerfully reduce to writing whenever called upon to do so."

#### THE HOBO FREIGHT CAR.

The car accountant is a typical instance of development in the railroad business. In the early days he did not exist. The superintendent was supposed to know in a general way what was being done with the company's cars. The custom was for railroads to carry through freight as far as the end of their own lines in their own cars, says Carl Hovey in *Ainslee's*. Then it was transferred to the cars of the foreign line, and so assisted on the next stage to its destination. So much time, however, was lost in making transfers, that the needs of shippers forced upon the railroads a departure which has now become their general custom. Railroads permit all loaded cars to go through to their destination without transfer, and allow one another a certain sum for the use of the cars. This results in scattering the cars of the different roads over every section of track in the country. It produces the extraordinary processions of many-colored travelers from distant lands that delight the eyes of youngsters at a railroad crossing.

In theory, the cars are permitted to run through over foreign roads to their destination, on the condition that on their arrival they shall be unloaded promptly and started on their journey home. In practice, the freight agent is apt to use the cars that are most handy, regardless of their ownership. An agent in Minneapolis would hardly think twice before filling up a Maine Central freight car with a consignment for Manitoba. The agent at Manitoba would not suffer a pang of conscience when he found himself stuffing the same Maine car with a cargo of supplies for Waco, Texas. Thus are begun the wanderings of a car to which, if it were not for the car accountant and his memoranda, there would sometimes be no end.

It is by no means easy to bring the wanderers home. When the Maine Central's car accountant learns from his reports that his car is being unduly knocked about on foreign roads, his first news is that it has spent two weeks in the yards at Minneapolis. A tracer is at once forwarded to the transportation department of the railroad which is believed to be holding the car. By this time the car is on its way to Manitoba. A tracer follows it there, but with the similar result of finding that the car has been dispatched for the Southwest. A letter to the company operating the line out of Waco brings an answer to the effect that the car is there, but is being held to await the disposition of the consignee; or that it is crippled and has been run into the shops for repairs, or that it has been loaded again, in which case the company promises politely to unload it and send it home immediately. Then the car is promptly switched off on to a branch line for some local consignee, and is not heard of again except by the needy agent who captured it, until it turns up in a tail-end collision in the State of West Virginia. Luckily it is not a bit injured, and is able to continue its wanderings, pursued by more and more vigorously worded correspondence, until somebody sends it home.

The

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## Adventures of Two Special Trains A RAILROAD STORY

By ROY W. McREYNOLDS, author of "JIM CALLAHAN'S RECORD RUN"



little city of Culver is supported almost entirely by the two rival railways which run through it, being a division station of both lines. These roads, the M. Line and T. Railway, are, and always have been, competitors in every way, running to the same large cities and passing through the same territory. West from Culver, both roads go directly to a good-sized city known as Renwick, which is also a division point of both lines. Between a town called Coloma and Renwick the two lines come together and run side by side, a distance of about forty miles to the latter city.

There has been much rivalry occasioned by these parallel lines. For many years the officials of the two roads have struggled fiercely for their share of the traffic, while the trainmen have battled for speed supremacy. Two or three times a week racing took place, the results of which were about even. This caused the rivalry to become most keen. Every one in Culver was greatly interested and opinion was divided. Most of the population of the city were railroad people, so the newspapers were very attentive to railroad news and, of course, took up the fight. The *Morning Gazette* supported the trainmen of the M. Line, while the *Evening News* championed those of the T. Railway. The rivalry from a small beginning became bitter, and the papers consequently resolved to settle the matter once for all.

Of course, the officials of the two roads would never sanction an out-and-out race; such a thing would be impossible. They maintained a correct official attitude of frowning upon all racing between trains on the parallel tracks, while secretly as much interested in the rivalry as the trainmen. The newspapers contrived a scheme whereby a race would be had and the companies would be ignorant of the fact until it was over.

Gardner, representative of the *Gazette*, had a conference with Philson, representative of the *News*. Just what was said at this conference cannot be chronicled here, but judging from after results it is not hard to understand what they were talking about. The result of the talk was an agreement by which things were arranged to the satisfaction of both persons.

Shortly after the conference, Philson, of the *News*, entered the trainmaster's office of the M. Line. After the usual greetings he remarked:

"My paper wishes to charter a special to run to Renwick next Monday," (which day was about a week ahead). "What can you do for me?"

"Well, Mr. Philson, we can attend to your wants very easily from an engine and caboose to a first-class passenger train."

"I don't doubt that Mr. Morrison," said Philson. "We want a first-class engine and one passenger coach, and we desire to go to Renwick in hasty style, too."

"What's your big hurry?" said the trainmaster looking at Philson sharply.

"We wish to distribute our extra edition with the names of the Republican convention nominees," (it was at the time of a great political convention) "just as soon as we can get the news, and distance our competitors."

This explanation being made, arrangements were completed to Philson's entire satisfaction.

"By the way," inquired Philson, "who will be the engineer on the special?"

"I'll get young Jim Callahan," replied the trainmaster with a smile. The smile was a meaning one, but was lost on Philson. Had he known of some of Callahan's exploits it would have been different.

Philson was a Boston man and wore a monocle, which held

him up to much ridicule, but he was as sharp as a razor, and when he went after a thing he generally got it.

Philson, having found Callahan's address, proceeded to see him. Callahan sat contentedly upon the veranda of a boarding house, where many of the railroad men stayed. He had pulled in a passenger ten hours before, and after a nine hours' sleep, together with a good meal, he rested comfortably upon the veranda, well pleased with himself and the world. Philson approached him in a very courteous manner.

"You are Engineer Callahan, aren't you?" he asked.

Callahan assured him that he was none other than that very man. Philson then explained to him that he was to take out the special and also what the railway company had been told as to the reason the special was chartered.

"But I'll tell you the real reason," he continued. "The T. Railway is going to run a special for the *Morning Gazette*, and when it gets to Coloma, the beginning of the parallel tracks, it's going to race with our special to Renwick. That's what we hired the special for."

"By George, is that so? It's a race you want, is it? Well, there's nothing that would suit me better than to beat the other road. Depend upon me for my best," and Callahan rubbed his hands together in glee as he thought of the prospects. Philson went away, stating that if Callahan won the race he would be well compensated.

Gardner of the *Morning Gazette*, called upon the trainmaster of the T. Railway and engaged a special for his paper in the same way and for the same purpose as Philson had secured his. Then to get more interested Gardner made a large bet with Philson as to the winner.

Gardner was a naturally nervous man and, this being the case, accordingly became very much alarmed at the evenness of the chances. Hence he set to work to discover, if possible, some



way by which he would have a nearly sure chance of winning. Evidently he succeeded in devising some plan, for the next day he had business out of town. He took a train, strangely enough on the rival road, the M. Line, to see a friend of his, the station agent at Merritt Junction, some distance up the line. At this junction a branch leaves the main line and, after making a ten-mile loop, by which it reaches a small town, rejoins the main line again. Gardner saw his friend, the station agent—known by the peculiar name of Gawley—and, after a very remarkable conversation, returned to Culver with many broad smiles constantly playing upon his face, and feeling in the acme of good humor. After this trip he continually kept thinking as to how easily he would win, and secretly congratulated himself upon his large amount of shrewd brains.

But while Gardner was achieving all this, Philson also became anxious. Suddenly a thought came to his mind which tickled him greatly, and which he decided to carry out at once. So he purchased a ticket to a town on the rival line, the T. Railway, at about the same time Gardner had purchased one on Philson's choice. While Philson purchased a ticket to a city some distance up the line, he really did not seem to care particularly whether he reached there or not, being much interested in inspecting the line as he went along. Finally the train was flagged and stopped at a little station, square upon the prairie, called Hop Off, whose only structures were the little depot and a house near by. Here Philson stepped off, much to the surprise of the brakeman, as well as perhaps to Philson himself. After the train left, Philson talked a moment with the operator and then walked down the track. On the siding were, besides a rather dilapidated freight car, three or four flat cars. The track was on a gradual down grade. After walking a ways he met a trackman. With him he had a very extended talk, after which Philson walked back to the depot and waited for the next train for Culver, amusing himself as well as he could until that time by alternately talking of the weather with the operator and throwing stones at various objects across the track. He went back to Culver happy and content and as full of smiles as Gardner, meanwhile chuckling to himself and thinking how it was impossible for him to lose. Both met each other shortly after their little expeditions and greeted each other as jovially as two new married men. Gardner noticed the happy countenance of his friend and thought: "Philson seems devilish happy about something, but I feel sorry for him every time I think of my scheme." Philson also noticed Gardner's joy, but likewise satisfied himself and chuckled by remembering his little trip up to Durham Siding.

On Monday afternoon the two specials left their respective depots; the M. line with Jim Callahan as engineer and a car filled with newspaper men, of whom Philson seemed to be the least excited, and for good reasons as he thought; the T. Railway with Alf Penwell as engineer, a fast runner, with a car likewise filled with scribes, of whom Gardner seemed the least excited, which he accounted for as the result of his little scheme at Merritt Junction.

The trains, of course, made excellent time to Coloma, and managed to get there at about the same time. The run from there to Renwick would decide the question of speed superiority. At about ten o'clock the two trains left Coloma, pulling out with an energetic swiftness which was very convincing proof that they were going to make fast time. On this day it was extremely foggy, which was, however, nothing unusual for the early spring season. The fog was in dense banks, with every now and then a clear spot between. Both trains thundered along at about equal pace for a number of miles, but at length Callahan managed to get some distance ahead, and the other train was left nearly a half-mile behind.

Gawley, the station-agent at Merritt Junction on the M. Line, Gardner's bosom friend, a half-hour before the special arrived, rode about a mile down the track on his speeder to the switch, where the branch joins the main line. He turned the switch and, coming back, upon the arrival of the special, gave the conductor his orders, at the same time remarking to him and Callahan that they were sure winners. He then shook hands upon it, meanwhile no doubt laughing up his sleeve as he thought of the turned switch. The train again proceeded, the fireman feeding the hungry fire-box, while Jim peered out the cab window. It was so foggy that he could see scarcely ten feet away, and that he did not notice that as the train passed by a certain switch it turned off onto another track and continued onward in a slightly different direction. They were going at a tremendous rate when suddenly they rounded a sharp curve. The effect was startling. Being entirely unexpected, the train had not slackened up. Callahan managed by a miracle to stick in the cab, although going half way out of the window. The fireman narrowly missed getting thrown off himself.

"Now, what can this mean?" shouted Callahan as he slackened her up.

"We've been running tarnally fast to reach that curve so soon,



HERE PHILSON STEPPED OFF.

that's sure," answered the fireman. "I supposed it was a couple of miles ahead yet."

"Seems to me that curve is getting sharper than it used to be," pondered Callahan.

Just a little way past the curve, which Callahan supposed this one to be, is a steep up-grade. Callahan, expecting to ascend this, was letting the engine get a good start. By the terrific speed they were now going Callahan observed that instead of going up a grade they were actually going down one. The cab swayed and jerked like a boat on a rough sea.

"We're not doing any hill-climbing, that's sure," remarked Callahan, grimly.

He commenced slacking up, but the train was under such headway that this was no easy matter. The fog was so thick that nothing could be seen ahead. Callahan was greatly mystified. After a few more minutes' of fast riding, somewhat faster than the passengers desired, judging from the pale faces in the coach, the train emerged from the fog-bank and the air was clear. A most enlivening sight met Jim's eyes. The train was going down a steep grade, at the end of which the track curved slightly onto a bridge, which was built over a deep and swiftly-flowing river. On the opposite side of the river lay a little town. Greatly excited and surprised, Jim yelled:

"Harry, we're switched off the main line."

Harry realized the fact with as much excitement and surprise as did Callahan.

"Now look out," said Jim, as the train reached the foot of the grade and got to the small curve near the bridge. Bracing their feet and holding hard to supports, the enginemen were amply prepared for the curve. With one swaying lurch the train went around it without losing its momentum and dashed safely across the bridge. But the newspaper men in the car were totally unprepared for this curve. In going round the first curve the result had been a number of sore heads, arms and so forth, but in passing the second, not only were some of them caused to bump severely against the hard oak finish, but were jerked clear across the car. All this excitement, just before crossing a bridge over a rapid-flowing river, was rather hard on the newspaper men's

nerves, causing them, when the train stopped at the little town across the river, to hastily emerge from the car, many of them solemnly asserting that they would not get on that train again for untold wealth.

Callahan, the conductor and the operator had a hurried consultation. Philson meanwhile pacing up and down the platform in great excitement and urging that time was extremely precious.

"We're on the branch, I suppose," said Callahan.

"Yes, on the S. & M. branch," responded the operator. Callahan vented his exasperation splendidly while the operator turned away to hide a broad smile, winking at the conductor at the same time. But Philson was active.

"We must do something quick or we lose," said he. "Hadn't we better go back?"

"I guess we'll lose anyway," said the conductor, gloomily.

"No, we won't," said Jim, emphatically. "We will go right ahead over this branch to the main line." And the others quickly agreed that they couldn't lose any more time in going ahead than in going back. So the train proceeded ahead, the operator straightened out matters, and the scribes, all of whom had managed to recover their courage, again boarded the train, fortified themselves for the worst by telling supposedly funny stories, which could not, under such circumstances, be fully appreciated. Callahan was greatly chagrined by the ludicrous mistake which had been made, and his determination to win at any price was considerably strengthened.

While the M. Line train had been having all these adventures the other train had been making excellent time and had regained all it had lost. By the time it reached Hop Off Siding its chances of winning seemed exceedingly bright.

Some time before it reached there a section man, under cover of the fog, went up to the side track, which was on a down grade, to the string of cars. Uncoupling the flat car, at the end of the string, he unset the brake, and getting aboard, let the car run slowly down the grade, off the side track, onto the main line. The car ran for nearly a mile until it rounded a curve, upon which he stopped it. He then set out torpedoes a distance of twenty telegraph poles in both directions. Then going back to the car he opened each journal (the box which contains oil for the axles) and removed the oil-steeped waste. To make his purpose more sure, he put a handful of sand in its place. Then he hurriedly left the scene, knowing that he had carried out his contract with Philson to the letter.

Engineer Penwell, of the T. road train, never slacked a trifle as he passed Hop Off Siding, but a short distance from there, hearing the explosion of several torpedoes, made great haste to do so. He went around the curve with visions of heaps of wreckage, or at least of the rear-end of a freight train which had been compelled to stop between stations. But when only a modest-looking flat car hove into sight, his disgust was deep. Together with the fireman the two made the air black and blue with invectives becoming to the situation. The train ran slowly up to the flat car, to which the fireman ran ahead and coupled on. Then the fireman jumping into the cab, Penwell started out with a lurch to endeavor to regain a portion of the lost time. Any railroad man knows, and any person can readily understand, that a journal filled with sand as a lubricator for the wheel axles, is sure to cause plenty of trouble. The iron from the friction of the revolving axle, being entirely dry and besides irritated by the sand, rapidly becomes red hot, and within twenty minutes' time, unless attended to, will fall to pieces, causing the body of the car to fall upon the wheels.

It was not long before a smoke began to rise from around the wheels of the flat car, greatly to the ire of Penwell and the fireman.

"Seems like it's a case of four hot boxes," said the fireman, to which Penwell replied that if every journal on the train got red hot he was blanketed if he stopped until he reached the next siding. By this time the flat car was enveloped in a smoky haze, being scarcely observable. The next siding was three miles away. Whether the car would stand the run was a perplexing question. Nevertheless Penwell ran ahead with all speed, determined to run the risk.

After a few minutes, during which Penwell expected every moment to see the flat car collapse, the siding came into view.

He stopped near the switch, which the fireman opened, ran the flat onto the siding, and, the fireman boarding, again started ahead. They were none too early in reaching the siding, for scarcely had the flat been stopped before the platform fell upon the wheels and commenced burning up.

All these operations caused the T. road train to lose so much time that the race was about even again.

The branch, upon which Callahan had unsuspectingly run, rejoined the main line of the M. Line at Fitzmaurice, about one-half of the distance between Coloma and Renwick. Just as the T. road train came in sight of Fitzmaurice, the other train hove into sight also, and before many minutes the trains were side by side and the race was on in full earnest. The trains raced about evenly for several miles, but at length Penwell commenced slowly gaining, and by the time the St. P. Crossing was reached he was a furlong ahead. It happened that, as the racing trains came up, the Limited on the St. P. road also came along, and, having arrived first, after stopping and whistling according to regulations, proceeded to go ahead. Penwell stopped to wait until the Limited passed, but Callahan never slackened at all, but whistled and kept going. Meanwhile the Limited also kept going at a lively rate. There was great danger of collision. Jim gave a warning whistle, which signified that he didn't intend to stop. The engineer on the Limited, who, of course, knew nothing about the race, was thunderstruck. He, however, not being a stubborn man, slackened up. This act averted a wreck. The M. Line train proceeded at full speed, and as the end car crossed the track, the huge compound pulling the Limited was not twenty feet away. The newspaper men, with hair standing straight on end, shivered with fright. Even Philson thought things had gone nearly too far. Penwell saw that he was neatly left behind, although he had the small consolation of knowing that Callahan had violated a stringent rule. After the Limited passed he tried to regain what he had lost. But he could do nothing more than hold his own; he was defeated.

At the Union Station at Renwick an immense crowd had gathered, who were waiting the arrival of the racing trains, for, through some source, the racing had been made public, and a crowd quickly collected. Presently a tremendous cheer arose as the M. Line train swiftly glided into the station and came to a standstill.

"We've won," said an M. Line employe to Callahan, and another repeated it to the conductor, as though they were not aware of that fact. Everyone on the train was happy. The newspaper men, as soon as they got off the train, made a rush for Callahan, and, in their enthusiasm, took him upon their shoulders and marched up the platform in triumph with Philson, personification of joy, in the lead.

Some minutes later the T. Railway train came in. These poor fellows had only the satisfaction of knowing that they had made a good fight, and were glad to sneak off at once, with the exception of Penwell, who was disgusted at his defeat.

"If it hadn't been for that infernal flat car, I'd beat 'em an hour," he remarked, to which an M. Line train man replied that had not the M. train ran on the branch the T. train would have had no show whatever, greatly to Penwell's ire.

But few have ever been able to find out who turned Callahan upon a branch line or how the flat car got into Penwell's way. Notwithstanding that the facts are not well known, Gardner and Philson have always been suspicious of each other ever since the event.

The foregoing is a full recital of how Callahan strengthened his reputation as a fast runner.

#### MINNESOTA CREAMERIES.

Minnesota has 582 creameries and 60 cheese factories. Last year the sum of \$6,959,914 was paid to the patrons for milk. The total number of pounds of creamery butter made in the state in 1900 was 75,000,000. Freeborn County heads the list with the largest number of creameries, having twenty-nine. Minnesota is now known as the "bread and butter state" and right well has she earned the title. The cows of the state are indeed a vast source of wealth, and dairying is fast becoming one of the leading industries of this most resourceful of states. j



# The Settlement of the West

BY E. M. ERSOM HOUGH



One of the features of the December *Century* is the second instalment of "The Settlement of the West: A Study in Transportation," by Emerson Hough, with pictures by Frederic Remington. This chapter of the Epic of the West is entitled "Against the Waters." It begins with an account of "the up-stream man."

In 1810 the Western frontier of the United States slanted like the roof of a house from Maine to Louisiana. The center of population was almost exactly upon the site of the city of Washington. The West was a distinct section, and it was a section which had begun to develop an aristocracy. We still wore linsey-woolsey in Kentucky; still pounded our corn in a hollow stump in Ohio; still killed our Indians with the ancient weapon of our fathers; still took our produce to New Orleans in flatboats; still were primitive in many ways. None the less we had among us an aristocrat, a man who classified himself as better than his fellow-man. There had been born that early captain of transportation, the keel-boatman, the man who could go up-stream. The latter had for the stationary or semi-stationary man a vast and genuine contempt, as nomad man has ever had for the man of anchored habit. There was warrant for this feeling of superiority, for the keel-boat epoch was a great one in American history. Had this clumsy craft never been supplanted by the steamboat, its victories would have been of greater value to America than all the triumphs she ever won upon the seas.

As for the keel-boatmen themselves, they were a hardy, wild, and reckless breed. They spent their days in the blazing sun, their heads drooping over the setting-pole, their feet steadily trudging the walking-boards of their great vessel from morning until night, and day after day. A wild life, a merry one, and a brief, was that lived by this peculiar class of men who made characters for one of the vivid chapters in the tale of the early West.

#### ANECDOTE OF AN UP-STREAM MAN.

Mike Fink, they tell us, was a king among the keel-boatmen at the date of the introduction of steam-craft upon the Ohio and the Mississippi; a man of medium height, weighing about one hundred and eighty pounds, all bone and brawn, a champion with the rifle, a master in fisticuffs, a hard drinker, a hard worker, of temper alternately sullen and merry, and of a sheer physical force which dominated all he met in his rude calling. This is the man who figures in a well-known anecdote recounted by different early writers. It seems that he had a bosom friend named Carpenter, with whom he was wont to engage in a certain risky pastime. "Carpenter and Mike used to fill a tin cup with whisky," says one chronicler, "and place it by turns on each other's heads, and shoot at it with a rifle, at the distance of seventy yards. It was always bored through without injury to the one on whose head it was placed. This feat is too well authenticated to admit of question. It was often performed, and they liked the feat the better because it showed their confidence in each other." Yet it fell out that after a long and much-tried friendship these two at last had a quarrel which parted them, and "it was some time before their friends could bring about a reconciliation. A truce was patched up, however, and, to bind it, the two agreed to resort to their old test of amity. Mike won the toss; and it was Carpenter who was chosen by fate to carry the tin cup for the other's aim. Carpenter knew what was to follow, and he then and there made his will, giving his rifle, pistols, and equipment to his friend Talbot. He was too proud to ask for his life, though he knew Mike Fink's treachery and relentlessness. Folding his arms, Carpenter stood calm and steady with the cup on his head. Fink shot him square through the forehead, and then calmly chided him for spilling the contents of the cup. He pretended remorse when told he had killed his friend. Justice of the frontier overtook him, when Talbot, at a later day, shot him with one of the pistols Carpenter had bequeathed to him.

#### SOUTHWESTERN WAGON-TRAIN.

The story of the Santa Fé trail has been told by many writers, and its chief interest here is simply as showing the eagerness with which the men of that day seized upon every means of transport in their power, and the skill and ingenuity with which they brought each to perfection. The wagon-freighting of the Southwest was highly systematized, and was indeed carried on with an almost military regularity. The route was by way of the Council Grove, then the northern limit of the Comanches' range, and it was at this point that the organization of the wagon-train was commonly completed. A train-master or captain was chosen, and the whole party put under his command, each man having his position, and each being expected to take his turn on the night-watch which was necessary in that land of bold and hostile savages. During the day the train moved in two columns, some thirty feet or so apart, each team following close upon the one immediately preceding it in the line. In case of any alarm of Indians, the head and rear teams of the two parallel columns turned in toward each other, and thus there was formed upon the moment a long parallelogram of wagons, open in the middle, and inclosing the loose riding-animals, and closed at the front and rear. The wagons were loaded, to a great extent, with cotton stuffs in bales, and these made a fair fortification. The Indians had difficulty in breaking the barricade of one of these hardy caravans, defended as it was by numbers of the best riflemen the world ever knew. Small parties were frequently destroyed, but in the later days a train was commonly made up of at least one hundred wagons, with perhaps two hundred men in the party, and with eight hundred mules or oxen. The goods in convoy in such a train might be worth half a million dollars. The time in transit was about ten weeks, the out trip being made in the spring and the return in the fall.

#### WEST-BOUND MOVEMENT.

It is curious to observe that the path of the star which marks upon the census charts the center of population, in reality has followed much the same line as the early West-bound movement. The star moves slowly westward, across the Alleghanies, as did the first pioneers. Then it follows down the valley of the Ohio, as did the early down-stream population under our theory of the transportation of that day. In 1860 the center of population is situated upon the Ohio River, perhaps a hundred miles east of the city of Cincinnati. In 1860 the colors thicken deeply along the river valleys; and far up the streams, even toward the heads of the Mississippi and the Missouri, the map tells us that the population is denser than it is in regions remote from any waterways. In 1870 the face of the map remains, for the most part, bare west of the Missouri, except where the Indian reservations lie. On the Pacific Coast, in California and Oregon, there is a population in some districts of forty-five to ninety persons to the square mile. Around Helena, Deer Lodge, and other mining-towns of Montana there is a faint dash of color showing a population of two to six souls to the square mile, which is beyond the average of all but a few localities west of the Missouri River. At Salt Lake, at Denver, at Santa Fé, termini of transportation in their day, as we have seen, there are bands of a similar color. The total population of America, which in 1810 was 7,239,881, and in 1820, the beginning of our up-stream days, was 9,633,000, was (in 1860) 31,443,321, and, in 1870, 38,558,371. Nearly all of this population shows upon the census map as east of the Missouri River. Out in the unsettled and unknown region west of the Missouri there still lay that land which to the present generation means the West—appealing, fascinating, mysterious, inscrutable; and for that West there was to come another day.

**The****Sturdy Young County  
of Norman, Minnesota**

A brief de-  
scription of  
Ada, its  
County seat  
By Frederic  
Leigh Seixas

Minnesota, and especially that section lying in the famous Red River Valley, by reason of the richness of the soil, and the peculiar adaptability to stock raising and dairying, has been selected by progressive farmers as a desirable locality in which to settle. To the careful observer who visits the big valley, and finds in addition to grain crops, herds of blooded stock, and improved farm buildings, with here and there a modern creamery, it is difficult to say in how many years the limit of possibilities may be reached.

For a good illustration of the truth of this, Norman County, in the Red River Valley, may be taken. Here in years gone by, herds of buffalo grazed on the rich and luxuriant grasses which abound on the immense tracts of level land; elk and moose roamed about and left their gigantic antlers to whiten in the sun; the harsh cry of the curlew, the laugh of the loon and the

in attractive form literature describing the agricultural and other conditions. The soil is as fine as can be found anywhere. It is said that the old lake Agassiz, which once covered much of what is now the Red River Valley, in prehistoric ages spread over its bottom, to the depth of several feet, the sediment carried to it by its numerous rivers. With the disappearance of the lake, animal and vegetable matter became so mixed with this sediment that a warm rich black mould was formed. Upon this soil now grows the No. 1 hard wheat which has made the valley famous the world over. A clay subsoil holds the moisture, while the spongy nature of the deep black loam enables it to withstand either drought or superabundant moisture. The county has an excellent system of drainage; the Wild Rice River which traverses the entire county meets the Red River, and supplemented by a number of creeks and rills and state ditches affords a complete means of draining the county.

The intelligent landseeker is attracted—upon driving through any portion of Norman County—by the large number of artesian wells, from which there is obtained an abundant supply of pure water.

By drilling, the farmer is able to secure a flow of soft pure water in unlimited quantity, thereby doing away with windmills, pumps and buckets. The climate is beautiful and invigorating, being quite free from malaria and fevers. The rainfall is nearly all that can be wished for, coming as it does during the growing season and seldom interfering with the haying and harvest work.

It must not be denied that the weather during the winter months is cold. But the settler accustomed to a damp climate with moderately cold weather is surprised to find how little he is affected by the Minnesota winter. This is correctly attributed to the dryness of the atmosphere.

Famous as this county is for wheat raising, the farseeing farmer has decided that while wheat will continue to be the principal crop grown, diversified farming should receive more attention. As a consequence stock is being raised, creameries estab-



A TYPICAL HARVEST SCENE IN NORMAN COUNTY.

whistle of the plover were heard over the prairie-land; ducks and geese marked the seasons as they flew past on their way to and from the Northland.

Now it is all changed. Hereford cattle, Shropshire sheep, and Poland China hogs have supplanted the elk, the moose and buffalo, while domestic fowl have taken the place of their wilder relatives, and stay the year round pretty close to the grove encircled farm house, about which, in proper season, are to be found immense fields of waving grain and other crops. There were Indians in the older days; now the white man has driven out the tepee, and instead has modern, well equipped farm buildings for the shelter of his family, his crops and live-stock.

Here in Norman County, some 250 miles northwest of the Twin Cities of St. Paul and Minneapolis, and somewhat north of the west central part of the state, are found conditions which once studied, must lead to the substantial development of the section generally.

Much credit must, in the beginning, be given several energetic land owners who, at considerable expense, posted themselves upon matters which would interest prospective settlers, and then issued



A NORMAN COUNTY RANCH—IT IS THESE RANCHES WHICH WILL MAKE NORMAN COUNTY A FAMOUS STOCK RAISING AND DAIRY COUNTRY.

lished, small sheep ranches started, corn is being raised with success, potatoes are being produced in immense quantities, numerous varieties of grasses have been introduced, while field peas for fodder, garden vegetables and small fruits are becoming more and more abundant.

The experimental stage for all this has been passed, and a rapid, steady growth for diversified farming is assured.

The plentiful supply of pure water, the rich forage grasses, the timber which gives protection from the chilling spring and fall winds, good transportation facilities and nearness to big markets, all tend to build up and strengthen the stock breeding and dairy interests.

Two branches of the Great Northern and one of the Northern Pacific traverse Norman County, and with excellent wagon roads make the problem of transportation one easy of solution.

The county has a population of something over 15,000, of which perhaps a fifth are gathered in eight villages. The balance are on farms. Ger-



A VIEW IN THE BUSINESS PORTION OF ADA, MINNESOTA.



LANDSEEKERS WAITING TO START FROM ADA, AUGUST, 1901.



ANOTHER VIEW OF ADA, MINNESOTA.

mans and Scandinavians predominate, with a generous sprinkling of English, Scotch and Irish, but all are good Americans, as shown by the energy with which they have provided themselves with a high school, nearly 100 rural schools, and churches of nearly every denomination.

The rivers in the county are fringed with forests, while some of the townships in the eastern part are covered with timber.

This naturally makes fuel cheap and easy to obtain. The county is absolutely free of debt and has in its treasury \$20,000, with which a new county court house of modern design is to be built. It is not surprising that in such a rich country there should spring up healthy, prosperous communities. Such is Ada, the county seat, situated near the geographical center of Norman County.

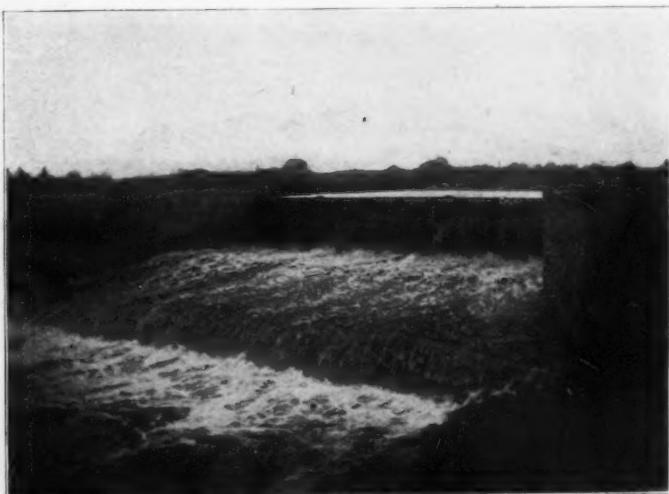
With a population of something over 1,500, Ada has many advantages which older and bigger towns do not enjoy.

Substantial business blocks are to be found on broad, well laid-out streets, lighted by electricity. The Great Northern right-of-way runs through the very center of the place, and is lined with immense elevators, into which the farmers for miles around

pour their wheat for shipment to the big markets. Ada boasts her own water and sewer system, both well administered, a race course, fair grounds, two parks, many attractive homes, five churches, two newspapers, a high school

and a full complement of retail stores. The financial business is cared for by two banks, the First State Bank of Ada, which is the pioneer institution, having been organized in 1881; and the First National Bank. Their steadily growing business is a sure indication of the prosperity of the community. Several excellent hotels, the leading one being the Hotel Ada, a modern brick structure, cater well to the needs of all travelers who visit Ada.

At the head of Long Lake, just within the incorporated limits of the village, stands the big saw mill of the Wild Rice Lumber Company. Here logs that have been floated down the Wild Rice River from the White Earth Indian reservation on the east, are sawed into lumber for prairie customers. This mill, with the Allen Company lumber plant, and the 40,000 rack and pallet brick yard, makes the price of building material reasonable. In the southern part of the village is the Ada Roller mill, a well equipped plant, with a 90-barrel daily capacity.



DAM AT LONG LAKE, ADA, MINNESOTA.



NORMAN COUNTY COURT HOUSE, ADA, MINNESOTA.

This mill ships several standard brands of flour to the nearby communities. Ada has a well drilled volunteer fire department which, with an ample supply of water, furnishes the village with adequate fire protection. The village also boasts a band.

Situated in the center of the county, Ada is the natural starting point for landseekers, and much good missionary work has been done along the line of showing prospective buyers what has been accomplished. Included in the list of land firms interested in the development of Norman County and which have sent out much pertinent literature, maps, etc., and from whom reliable information can be secured, are J. E. C. Volland, Mayor of Ada, Louis Hintz, ex-Mayor, the John Grove Land Company, Miller & Sons, T. C. Strand and C. H. Humason.

Among the representative retail institutions is the New Big Store, constructed and owned by G. Gilbertson, who started

business in a modest frame building in the county in 1880, but who is now a large dealer in general merchandise.

J. E. C. Volland, Mayor of Ada, is also a representative land man of the place. During the present year he has found purchasers from Iowa and Illinois for something over 15,000 acres of land in Norman County. Much of his success comes from his systematic and persistent work in the interest of his county, which, he has shown, is not only wonderfully productive in the raising of No. 1 hard wheat, but also as a stock-raising section and the headquarters for dairying. This fact alone, he urges, is opening the eyes of the progressive farmers from Iowa and Illinois, who are coming in large numbers to the northern part of Minnesota. Mr. Volland is a consistent and persistent advertiser, and has in his office ample evidence to prove his assertion



J. E. C. VOLLAND,  
MAYOR OF ADA.



A PRETTY BIT OF ARCHITECTURE IN ADA—THE CONGREGATIONAL CHURCH.



WM. C. PATTERSON,  
PROPRIETOR HOTEL ADA.



GENERAL MERCHANDISE STORE OF G. GILBERTSON, ADA, MINN.



OFFICES OF THE J. R. MILLER & SONS LAND COMPANY, ADA, MINN.



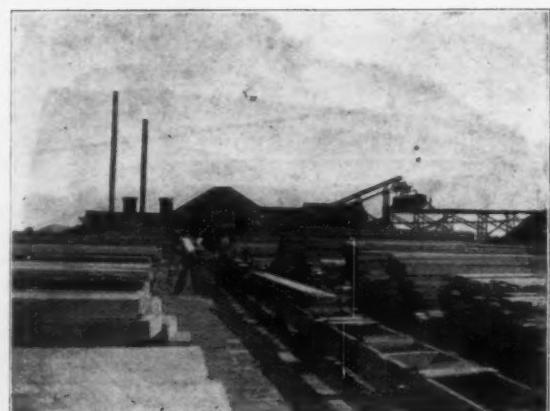
M. A. WOODBURY'S BUILDING, ADA, MINNESOTA.



A PROMINENT CORNER IN ADA—THE HOTEL ADA AND THE FIRST STATE BANK.



THE ADA ROLLER MILLS.



YARDS OF THE WILD RICE LUMBER COMPANY, ADA, MINN.

that Norman County soil will produce corn and potatoes in profitable quantity and quality.

The holdings of the John Grove Land Company lie for the most part in the north central part of the county, which is said to be better adapted for mixed farming than in sections adjoining the Red River, where the soil is heavier and colder. This year some of the farmers coming to this part of the county from Iowa and Illinois planted large fields of corn, a great part of which they succeeded in maturing in spite of the fact that the seed which they brought with them was not properly acclimated. The Grove Company has information that quite a number of its new settlers paid for their land from the proceeds of this year's crop of flax, on the first breaking. This company has started a Hollander colony in Spring Creek township, and now has some 26 families who own land. They have already progressed to a point where they are building a church.

#### ROYAL VISITS TO CANADA.

A hundred and fifteen years have passed since the visit of Prince William, who, first of the royal family, saw the provinces in their formative stage. Then the future of the country was doubtful in the extreme. England's empire in America had been broken by the defeat of Cornwallis at Yorktown, and not a few European statesmen believed that she was not able to maintain her dominion for many years in the Valley of the St. Lawrence. The coming of the Loyalists saved her in North America, while the energy and enterprise of her sons eventually surmounted what was only a temporary check, and restored her to imperial greatness, says Sir John G. Bourinot, K. C. M. G., in the *Forum*.

Now, in the beginning of the twentieth century, another royal prince is about to come to British North America, which has developed in a hundred years into a federation with a territorial domain almost equal to that of the powerful republican nation which sprung into existence in 1783. During this period the population of Canada has increased from 220,000 souls to upward of 6,000,000; the trade, from \$10,000,000 to \$380,000,000; the revenue, which was practically nothing, to over \$50,000,000, apart from the revenues of the respective provinces, which must largely increase the aggregate of the public resources. Education of every grade is diffused far and wide; railways span the country in every direction; canals connect the great West with the Atlantic seaboard; an elegant order of architecture illustrates the growing taste and wealth of the people; culture is being more widely spread; and the public legislation shows the capacity of the public men for self-government. The people of every nationality within the Dominion of Canada stand on the same platform of equal rights. It is this happy condition which has made it possible for Sir Wilfred Laurier—a brilliant man of the race which occupied a position of inferiority in the days of the Duke of Kent, and evoked his deep interest and sympathy—to attain, with the approval of all classes, creeds, and nationalities, the highest office in the gift of the people, and to give emphatic expression, in the case of the South African war, to the determination of Canadians to maintain the interests of the Empire at all hazards.

Such questions of taxation and such ignorance of colonial conditions as precipitated an American revolution; such blunders as aggravated the political difficulties of Canada previously to the concession of responsible government—these can never again occur under the wise colonial system which was adopted during the Victorian era, and which gives full expansion to the political aspirations of a self-governing people. The relations between Great Britain and her dependencies are now governed by just such principles as were first suggested by the sagacious Loyalist, Governor Hutchinson, more than a century ago, but which it took English statesmen many years to understand and carry out. As a natural sequence of a correct understanding of the relations that should exist between an imperial state and its dependencies, Canada is now ready, like the colonies of Australasia, in the hour of imperial necessities, to contribute from taxes raised by her own legislature adequate means for the defense of that connection which was rudely broken in the

case of the old Thirteen Colonies through the failure of statesmen on both sides of the Atlantic to understand the basis on which colonial self-government should securely rest.

#### RUNNING A CATTLE RANCH.

Mention must be made of the expense account, even though it is small and ridiculously simple. The average cowboy is paid \$25 per month, and the foreman, if there be one, perhaps twice or thrice that amount. On a few of the largest ranches the foreman receives \$100 per month. In all instances board and lodging are included. On one very fine ranch the foreman is allowed a salary of \$3,500, a large house, provisions, and free medical aid. This is an exceptional case, but the responsibility is great, particularly so, for the owner never visits his property. Owing to the inaccessibility to towns and the excessive cost of transportation, from one to three months' provisions are bought at one time. The list includes Mexican beans, oatmeal, bacon, coffee, flour, molasses, and, occasionally, dried fruit and canned tomatoes and corn. One dollar per week is a large estimate for the cost of feeding a single person. Other expenses include repairs and minor improvements. Fencing is an important problem; new ones must be built, at an average cost of sixty dollars per mile, and old ones kept in the best of repair. Personal expenses differ according to individual tastes. As a rule the cowboy dresses more expensively than his employer, and owns his own saddle and bedding. Even so, one hundred dollars is an average outlay for the year.

Despite the problems which must be met and overcome, writes Robert M. Barker in the *American Monthly Review of Reviews*, there is not one which lessens the interest the progressive stock man feels in his ever-increasing herds, or which should keep out of the business the ambitious young man with more energy than money. Nature and time are the two most important requisites, but hard work and perseverance are quite as essential, if the herds are to be successfully raised and prepared for the market. The present successes have been won principally by those who began a decade or two ago, when, as cowboys, they accepted cattle in preference to money wages, and this at a time when cattle were cheap. Today little encouragement is given the cowboys, and few, if any, ranchmen will allow their men to "run" any cattle on their property. In consequence, there is little stimulus offered, and rare, indeed, is the case where an employee puts aside his small earnings, intending to buy a "bunch" of cattle as soon as he has saved up one or two thousand dollars.

As long as land can be obtained at a nominal sum, and beef continues to be our most utilitarian diet, despite advancing prices, so long will cattle-ranching produce greater returns on less capital than almost any other industry. Finally, if the environment of the plains seems primitive, and there be lacking the social and intellectual stimulus of the town, recompense is had in continued good health, the result of vigorous outdoor life in the high altitude and equable climate.

#### "THE CENTURIES FALL LIKE GRAINS OF SAND."

Sometimes I watch the passing of the sun,  
While rose and purple splendors veil his car,  
Or see the moon with her attendant star  
Rise o'er earth's rim, her nightly race begun;  
Or see the storm-clouds gather, low and dun,  
With vivid lightnings darting near and far,  
While the white waves against the harbor bar  
Leap up like dogs upon the quarry won.

A cycle hence, across yon azure arch  
Sun, moon and stars will pass, and clouds shall be;  
Deep unto deep will call its hosts to march  
Against the land, whose borders mock the sea;  
And I—ah, I shall see it not, that day  
I shall be dust beneath some mound of clay.

NINETTE M. LOWATER.

Rock Elm, Wis.

## From the Editor's Note Book

Fargo, N. D.—North Dakota is on the eve of the most prosperous period in its existence. The greatest land boom that the State has ever experienced will occur with the coming of spring. Thousands of settlers from the Middle West have already arranged to make their new homes in this State, and the rush for lands will excel any similar movement in the recollection of the earliest pioneer. Fargo impresses one with its appearance of prosperous stability. The North Dakota metropolis is attaining a steady growth, harmonious with the growth of the State. Its streets are lined with substantial business structures and handsome residences, the former presenting an animated scene during the Christmas shopping season. I was surprised in visiting a number of stores here to find stocks equal to those exhibited by Eastern cities to tempt the holiday shopper.

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North Dakota is destined to be more than a purely agricultural state some day. On the Northern Pacific train from St. Paul to Fargo, I met Mr. W. von Steinwehr, a resident of Cincinnati, who is heavily interested in North Dakota. Mr. von Steinwehr is especially enthusiastic regarding the raising of sugar beets in this State. He has made a study of this branch of agriculture, and, on his farm not far from Fargo, he raised a quantity of sugar beets, sending several samples to the Smithsonian Institute at Washington, D. C., for analysis. Mr. von Steinwehr made a mistake, however, in sending as samples for analysis the largest beets he could find. Specialists in sugar beets state the smallest beets give the greatest percentage of sugar. Notwithstanding this error, the Smithsonian analysts found more than 20 per cent of sugar in the North Dakota specimens. The only obstacle in the path of successful sugar-beet raising in North Dakota has been the lack of fuel. This is being done away with, however, as North Dakota is destined to become a great coal-producing State. In many sections of the State large deposits of coal are being mined at a profit. The lignite coal fields near Lisbon are mining good coal and selling it at the mine for \$2 a ton. This coal burns up to a very small percentage of ash. Just as soon as the facilities for transporting the coal from the different mines about the State have been completed, the smoke of many factories will cast its shadows over the plains of this wonderful State.

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One of the most unique characters in the West is Major Edwards, editor of the *Fargo Forum*. The major, when I dropped in at his busy office to say "How," looked as young and fat and jolly as he did when I first met him about fifteen years ago. Major Edwards says Fargo is the best advertising town for its size in the world. A glance through the pages of the *Forum* amply substantiates the statement.

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North Dakotans are justly proud of the showing their State made at the Pan-American Exposition. Among other honors, the State, as a result of the final averages in the butter-scoring, carried off the third prize.

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It is hard for a man to realize that *tempus fugit*. It seems but a very little while ago when I made life miserable for the faculty of a little Minnesota institute of learning. One of my particular friends was a youngster known as "Jimmie" Burnham. As is usual, we lost track of each other after our pleasant school-days. I ran over to Moorhead to-day and took lunch with the erstwhile "Jimmie," now "Mr. James H. Burnham, Real Estate, Loans and Mortgages," also an alderman and a prominent and respected member of the community. Enconced in his fine private office, surrounded by a body-guard of clerks and stenographers, was my old comrade of school days. After a drive behind Burnham's little pacer (incidentally, the fastest horse in North Dakota) I took lunch at my old friend's house, and was introduced to Mrs. Burnham. Well—as I remarked at the beginning—*tempus fugit!*

Mayor Johnson, of Fargo, is holding down his third or fourth term in office, I've forgotten which. I shouldn't be surprised if the good people of Fargo decided to elect Johnson for life and save a lot of trouble every two years. Mayor Johnson paid Sweden a visit recently, and brought back many interesting mementoes.

\* \* \*

Billings, Montana.—I well remember Billings when it consisted of about four saloons, a hotel, a general store and the depot. Now it has between 5,000 and 6,000 inhabitants, is the most important wool-shipping point in the United States, as well as one of the most important stock centers. In 1901 Billings shipped 14,680,000 pounds of wool. It is the distributing point for thousands and thousands of head of cattle. And the town has a future as an agricultural center. In the Yellowstone and Clark's Fork Valleys are grown all kinds of products. The finest of alfalfa hay is grown in a generous abundance. The soil cannot be excelled in productiveness, and it is only a question of time when the fertile lands will be gridironed with irrigation canals. On Sept. 17 to 20, Billings was the scene of a fair, when the different products of the soil were placed on exhibition. Fruits of all description and vegetables galore were on view. An eighty-pound watermelon, grown near Billings, was the center of admiration.

\* \* \*

Charles S. Fee, general passenger and ticket agent of the Northern Pacific Railway, recently completed his seventeenth year in that capacity. He has been with the Northern Pacific for twenty-four years, and is one of the oldest employes of that great system. Mr. Fee's first railroad position was as a stenographer in the office of General Superintendent H. E. Sargent, of the Michigan Central. This was from 1874 to 1876. He was with the Hannibal & St. Joe Railroad as stenographer in the general manager's office from 1876 to Nov. 30th, 1877. Mr. Fee entered the service of the Northern Pacific as chief clerk to H. E. Sargent, manager, on Dec. 1, 1877. On Sept. 1, 1883, he was appointed in charge of passenger traffic on the Northern Pacific east of Helena, Mont. He was made general passenger and ticket agent of the entire line, from St. Paul to Portland, Jan. 1, 1884. Mr. Fee was born Sept. 24, 1853, at



CHAS. S. FEE, GENERAL PASSENGER AND TICKET AGENT OF THE NORTHERN PACIFIC RAILWAY.

Laurel, Clermont County, Ohio. He is one of the best known and most popular passenger officials in the country. The Northern Pacific passenger trains are known throughout the world as the acme of elegance and comfort. Mr. Fee's brilliant advertising methods have done much toward giving the Northern Pacific such wonderful popularity.

\* \* \*

Billings has a hotel, the Grand, that has no superior between St. Paul and Butte. Colonel George F. Bennighoff, the proprietor, has spared no expense in constructing an hostelry as commodious and modern as can be desired anywhere. An old commercial traveler once told me that you can always get a good idea of the condition of a town by its hotel. The solid prosperity of Billings is reflected in the appearance of its elegant hotel, the Grand. Colonel Bennighoff took me on a general tour of inspection through the building, which occupied more than an hour. From the big, well-lighted lobby, to the tile-floored, scrupulously clean kitchen, the Grand is a thoroughly modern hotel. Outside the weather was bitterly cold—more than twenty degrees below zero—inside the steam-heat kept the building comfortably warm at all times.

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One of the questions with which congress will wrestle this winter is that of irrigation. The people of Montana will watch the result with the keenest interest, for it means much for this State. There is no use in discussing the benefits which will result from the annexation of the vast arid territory between the 100th meridian and the Pacific Coast—the most casual observer can perceive these benefits. On the plains where the sage-brush is king and the prairie dog the sole inhabitant at present, one hundred million of people can be supported by irrigation. The army of men who are needed to develop the mineral resources of the mountain regions of the West would be furnished a ready and cheap sustenance. The claims of a number of Eastern representatives in both houses of congress, that improvements of this nature are purely local and belong to the jurisdiction of the several Western states, show a narrowness and littleness in their statesmanship, which is not at all to their credit. Irrigation is as much a national affair as the maintenance of lighthouses along the coast of New England or the navigation of the Mississippi River. The money spent in reclaiming the arid West will result in a general benefit to the whole country. It would not only do so by increasing the productiveness of a general country, but directly from the sale of lands.

\* \* \*

By a partnership between two of the most favorably known business men of Winnipeg, a new real estate and financial firm—that of Christie & Heubach—has made its appearance in Winnipeg. The junior partner is Fred W. Heubach, one of the most popular of Manitoba's business men. Mr. Heubach came to Winnipeg as private secretary to the land commissioner of the Hudson's Bay Company, and was subsequently accountant in the land department of the company. He there had an extended experience in real estate business, which will now stand him in good stead. Five years ago he resigned to take the position of general manager of the Winnipeg Industrial Exhibition. The present phenomenal success of the exhibition is chiefly due to Mr. Heubach's uncommon executive ability. He will continue to act in this capacity.

\* \* \*

Prudent and careful management through a period of several years in which good crops and good prices have very generally prevailed, has wrought a marked transformation in the farming states of the Mississippi Valley. Mortgages have been so generally paid off that what was once the immense business of loaning Eastern money on Western farms has been almost entirely eliminated. The West itself has an ample amount of free capital; and nowadays when farmers wish to anticipate the future by borrowing money to make improvements they can find plenty of money in their own neighborhoods to be loaned at easy rates on good security. One result of these prevailing and favorable conditions of agriculture and business has been to dull the keen edge of popular interest in subjects related to the financial and industrial policy of the country. Great consolidations of railroad systems are going steadily forward under these prosperous con-

ditions without exciting the amount of opposition from so-called anti-monopolists that movements of a far less significant and even revolutionary character were accustomed to provoke only a few years ago. The Wall Street panic of the early part of May seems not to have disturbed the actual business life of the country to any extent whatever. It checked for a time the spirit of wild speculation on the stock exchanges, and such a result was desirable rather than otherwise. More lately, the principal causes of speculative activity have been the reports that one railroad or another was about to be purchased for amalgamation with some larger system. In our next number our readers may expect to find from one or more especially competent contributors a summing-up and review of what has actually taken place in the United States in the last two years in the direction of railroad consolidation. Each month, moreover, adds new chapters to the record. The re-making of the railroad map of America marks a great epoch in the history of transportation.—From "The Progress of the World," in the *American Monthly Review of Reviews* for July.

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THE history of all successful railway men reveals marked capacity for special lines of work. As an illustration of this it is only necessary to recall the name of C. E. Stone, assistant general passenger agent of the Great Northern. It is not generally known that Mr. Stone began his railway career seventeen years ago as a brakeman on a Chicago, Milwaukee & St. Paul freight train, and that he has won his way to his present position through all the intermediate grades. In 1878 he was telegraph operator, in 1878 he was assistant ticket agent of the Milwaukee line at La Crosse, in 1883 he became city passenger and ticket agent of the Northern Pacific, and in 1897 he succeeded Mr. Russell as general passenger agent of the St. Paul & Duluth line. When this road was transferred to the Northern Pacific, he became assistant general passenger agent of the coast line, in charge of that division. At a later date he went to his present position with the Great Northern, where he is sure to win new laurels. We do not believe there is a keener or more strictly original railway advertiser in the country, his work in this line being as artistic and interesting as it is practical. He is also a popular official—popular because he is, first of all, a genial, courteous gentleman; and secondly, because he is well-informed on all matters pertaining to his department, and transacts the business thereof promptly and in a manner to gain both friends and patronage for the railway he represents.



C. E. STONE, ASSISTANT GENERAL PASSENGER AGENT GREAT NORTHERN RAILWAY.



A. M. CLELAND, ASSISTANT GENERAL PASSENGER AND TICKET AGENT OF THE NORTHERN PACIFIC RAILWAY.

ONE of the most popular railway officials in the Northwest is Mr. A. M. Cleland, Assistant General Passenger and Ticket Agent of the Northern Pacific Railway Company. Although still a young man, he has demonstrated marked ability in his chosen calling, and his repeated promotions have been as rapid as they have been deserved. From March, 1879, to September, 1881, he occupied a railway position at Alliance, Ohio. From 1881 to 1886 he was assistant ticket agent at the Union Passenger Station in Chicago. Later, for a period of three years, he officiated as assistant city ticket agent for the Chicago, Milwaukee & St. Paul Railway in Chicago. Then for about two years he left the railway service and engaged in other lines of business, but returned to his first love in May, 1891, when, for about a year, he became assistant city ticket agent of the Northern Pacific in St. Paul. From May, 1892, to October, 1896, he served as ticket and voucher clerk for the general passenger agent of the Northern Pacific; from November, 1896, to February, 1901, he was chief clerk of the passenger department, and on Feb. 15, 1901, he was promoted to the high position which he now holds with the same company. Twenty-two years of continuous service, ten of which have been spent with the Northern Pacific, constitute an enviable record—the record of a man whose portrait we experience pleasure in presenting to the Northwestern public.

\* \* \*

The revival of interest in our relations with Canada is not surprising, writes Samuel E. Moffett in the *Saturday Evening Post*. The remarkable thing is that it has not come sooner. "Pan-Americanism" turns its eyes so exclusively to the southward that it forgets that a quarter of the area of the two Americas lies north of the Great Lakes. Canada is the second of the American republics in extent, the fourth in population, and the second in wealth, commerce, enterprise and industry. Of course, she is called a part of the British Empire, and her people are enjoying thrills of delicious excitement just now over the visit of the heir to the British throne, but she is a republic for all that, and a much more democratic one than Mexico or Venezuela. So, when we are making plans for the republican family in America, why should we not count in Canada? The Canadian imports and exports exceed those of any other country in the Western Hemisphere except the United States. The Canadians are better customers of ours, in the aggregate, than any other people in the world except those of the United Kingdom, Germany and France, and in proportion to population the Canadians buy far more from us than even the inhabitants of those countries. We sell to Canada more than to all the other American republics combined, with China and Japan thrown in. Yet our diplomats perspire over Pan-American Conferences to improve our relations with Chile and Peru, and laboriously tug in the Con-

cert of the Powers in China, while we take so little interest in our vast Canadian commerce that we can hardly bring ourselves to take the trouble to reassemble the Joint High Commission, whose work might double it. When we are so anxious for markets, why not develop this one? At present the Canadian who wants to buy goods in the United States has to pay a fine of thirty-three per cent for not buying in England; yet in spite of that handicap we sell more to the Canadians than the English do. What might we not do if the advantage were on our side? Our relations with Canada must and will be intimate in spite of ourselves. We can keep aloof from Mexico if we choose, for Nature is not trying to force us and the Mexicans together. But we cannot keep aloof from Canada. Americans and Canadians navigate the Great Lakes together. They draw power alike from Niagara. They share the summer pleasures of the Thousand Islands. American money passes without question at the Canadian resorts, and the Canadian postal authorities find it necessary to paint notices on their letter boxes in Montreal, announcing that none but Canadian stamps should be used on letters mailed in Canada. American farmers find an advantage in sending their grain to market by Canadian railroads and canals, and Canadian railroads feel the need of American winter terminals. In the Pan-American aggregation it is a case of the United States first, Canada second and the rest nowhere. If the Dominion were an independent country, separated from us by five thousand miles of sea, we should be subsidizing steamer lines and calling on our consuls for reports on the most hopeful methods of capturing its markets. Nearness and the filmy thread of the British connection have obscured our vision. But while we are lamenting the threatened injury to our trade with Russia, let us remember that the little colony of Canada buys from us eight times as much in a year as the whole Russian Empire, and that we sell to every Canadian two hundred times as much as to every Russian.



A conspicuous example of St. Paul enterprise in the manufacturing department of trade and commerce is seen in the immense plant of Foot, Schulze & Company at the corner of Third and Wacouta Streets, St. Paul. Like everything else in the Great Northwest, the business of this company is conducted on a large scale. Big men are at the head of it, and big results have followed as a matter of course.

It was not so very long ago when Eastern shoe factories laughed at the notion that there would be any competition in this territory by the establishment of Northwestern shoe houses. In less than a quarter of a century Foot, Schulze & Company have gradually built up a business which is now selling Minnesota footwear in many states in the Union.

A long and quick stride, isn't it? And why has this firm been so successful? Because when the name of Foot, Schulze & Company is stamped on a pair of shoes it means that the footwear is the best that skill, long experience and established reputation can produce. All Foot, Schulze & Company shoes are made with the utmost care. Only the best workmen are employed—only the choicest materials are provided.

The products of Foot, Schulze & Company are as varied as they are superior. There is a large constituency to supply, and the needs of this constituency are widely different. Out of this factory any boot and shoe dealer can stock his store complete. Fine shoes for men, elegant footwear for women, and neat and durable children's shoes are made. The company also makes a specialty of heavier and stronger boots and shoes for farmers, miners and lumbermen, and these goods are famous throughout the West and even in far-off Alaska.

A perfectly equipped factory, a wide reputation for turning out only the best, a growing trade are the elements of prosperity which greet Foot, Schulze & Company this season.

## In the Business World

BY THE EDITOR

### A NEW ST. PAUL HOTEL.

There is probably no man engaged in the hotel business between Chicago and the Pacific Coast better known to the traveling public than Col. "Dan" E. Foley, of St. Paul, who was for many years proprietor of the Clarendon Hotel. He has devoted the best part of a lifetime in the management of hotels, and his name will always be fresh in the memory of people who have enjoyed his hospitality. A knight of the grip, who had occasion to stop at Mr. Foley's new hostelry, the Hotel Foley, corner of Seventh and Jackson Streets, St. Paul, recently, modernized one of the immortal Omar Khayam's stanzas in this fashion: "A loaf of bread, a jug of wine and—a good room at Dan Foley's hotel."

Mr. Foley's new hotel in St. Paul enjoys many advantages with regard to location, accommodations, comfortable rooms, etc. The building occupied by the hotel is a large one and has been thoroughly refitted from top to bottom, making one of the most modern and comfortable hostelleries in this section of the country.

### "PRIVATE SMITH"

Have you ever heard of Private Smith? If not, then you certainly do not read the newspapers and magazines, for Private Smith is a very much exploited individual. His picture is becoming as well known as that of any public official. Private Smith's fine face and figure decorate many a newspaper and magazine page and spread his striking personality over several miles of bill-boards. Private Smith is a protege of Kuhles & Stock, the well known St. Paul cigar manufacturers. His name graces a certain five cent cigar that holds its own alongside of many of the much-vaunted weeds that sell for double the price. Kuhles & Stock have always borne in mind that it is possible to make a good nickel cigar as well as a good cigar that costs ten cents. In the Private Smith cigar they have given the average smoker who cannot afford to invest a dime in every weed he puffs, a good nickel's worth; a cigar with a fine flavor and away above the ordinary five cent cigar average. Some very clever advertising by Kuhles & Stock has made Private Smith a familiar name in the West.

### A PROGRESSIVE BUSINESS SCHOOL.

The best facilities sometimes offer the greatest inducement. This appears to be the case with the Metropolitan Commercial College, of Minneapolis. The college has recently introduced, for the express benefit of its students, a ledger card and index system, a loose leaf ledger system, a voucher system, a safeguard check system, and the largest journal used in any college. It is the constant aim of President Langum to give the students the best facilities for acquiring an up-to-date business education.



HOTEL FOLEY, COR. SEVENTH AND JACKSON STS., ST PAUL, MINN.

bankers' chests, vault doors, etc., on special sales at prices far below the average. A postal will bring designs and prices by return mail.

### THE VARLAND LAND COMPANY.

As Minnesota continues steadily to prove her right to a place near the top of the list of agricultural and live stock states, St. Paul naturally becomes more important as a sort of starting point for the sturdy homeseekers who are progressive and independent enough to reach out to the Northwest for the purpose of bettering their conditions. At no time has the activity in land matters in this State been greater than this year, and knowing men who keep in close touch with general conditions, assert that this is merely the beginning of an era of growth and development, and that the movement to the fertile Northwest will continue as long as the land owners and railroad companies continue to show farmers from the middle West and even from the older far East that better land than they are paying rent for

### AN ENTERPRISING LA CROSSE HOUSE.

Joseph Skinner & Company, of La Crosse, manufacturers of well known household family remedies, flavoring extracts, perfumery, baking powders, stock remedies, etc., are not only very liberal advertisers, but employ other and more expensive means to keep in constant touch with their customers. They do this in the form of high grade, expensive premiums in the shape of beautiful silver plated ware for the table. The plated ware, which is best described by the company's catalogue, is made by one of the leading manufacturers in the United States and is guaranteed to be made of solid ten per cent nickel silver, heavily plated with pure silver and to be finished and put up as handsomely as the best standard brands of solid silverware. The premiums include such useful as well as handsome articles as sugar, orange and dessert spoons; butter, table and fruit knives, soup ladles, pick forks, nut picks, berry spoons, etc.

Joseph Skinner & Company are manufacturers of anything and everything in the pharmaceutical line. A typical statement they make to customers is: "Let us know what there is a demand for, and we will put it up for you."

### BE ON YOUR GUARD.

A number of otherwise intelligent, well balanced business men consider a safe or vault in the nature of a luxury. It is this class of men who are the heaviest sufferers from fire and burglars. A safe or vault is indispensable in a well conducted office, and demand for this class of office furniture is growing each year. A firm that always carries the latest and best assortment of this line is that of Dean & Company, Minneapolis, dealers in farm machinery and heavy ironware. Dean & Co. are offering National fireproof safes,

bankers' chests, vault doors, etc., on special sales at prices far below the average. A postal will bring designs and prices by return mail.

can be purchased in the Northwest for less money than their rental amounts to. There can be no doubt of the truth of this, and the heavily loaded trains of homeseekers bear witness to the fact that the farmers are finding it out. Among the more prominent land companies in St. Paul working along aggressive legitimate lines is the Varland Land Company, with general offices in the Globe Building. This company has at its head experienced land men of means, who have been established in the business for many years. The company has seen Minnesota forge to front, and quick to see the possibilities, has acquired possession of considerable acreage in the North Star State. Mr. J. S. Varland, the manager, has purchased something over 100,000 acres in the Red River Valley in Clay and adjoining counties, and has planned a campaign of comprehensive advertising. With well established connections in Iowa and Illinois, in both of which states his company has earned a name for honorable dealing, Mr. Varland has set about advising the wide-awake farmers of those states, that Minnesota has the climate, the soil, and the natural conditions to make not only a famous grain state, but that well-timbered, well-watered land has attracted the attention of stock breeders and dairymen, and that cattle, horses, pigs, and sheep are being bred in every quarter of the State, and that nearly every county is being dotted with creameries, and that in addition to raising No. 1 hard wheat, Minnesota farmers are raising profitable crops of corn, potatoes, and other farm products.

Mr. Varland has learned the art of issuing attractive, carefully prepared literature, which tells the reader exactly just what the company is willing to do, and with offices at Buffalo Center and Forest City, Iowa, and St. Paul, Frost, Granada and Felton, Minn., and Bismarck, N. D., his company is well equipped to handle the increasing business which always follows careful attention to the details of an important line of business.

#### INSURANCE AGAINST SICKNESS AND ACCIDENTS.

On another page of this issue of the magazine is an article directing the attention of our readers to the fact that it is no longer necessary to send their money East in order to obtain the best of life insurance. It now occurs to us that the same forceful arguments apply to the accident and sickness departments of insurance, as a Minnesota association has been affording such protection for the past seven years. We refer to the Globe Fraternal Accident Association of Minneapolis, the home offices of which are at 416 New York Life Building. This association, under the careful supervision of President H. D. Soden, Secretary C. H. Mero and Medical Adviser Dr. A. K. Norton, has achieved a reputation which justly entitles it to the confidence of the general public. Within seven years it has paid over 2,500 claims. In this time there have been but two contested claims, and these were both decided in favor of the association. The association insures against sickness as well as accidents. It is just the kind of protection that everyone needs; only the rich can afford to do without it. The clerk, the mechanic, the farmer, the average business and professional man—men in all lines of employments, in fact, would be doubly armed against sickness, accident and want if they carried a policy in this prompt paying and absolutely reliable association. As a solid, well managed, and entirely successful Northwestern insurance association it merits and should receive the hearty support of the Northwestern public. Its rates are low, terms easy, and the special features offered, such as the death indemnity, etc., are very attractive indeed. There is no better company for agents to represent, no better insurance for the public to buy. Elsewhere in this issue is The Globe Fraternal Accident Association's card. Read it.

#### THE MINNESOTA FARM LAND CO.

Since Minnesota has begun to be known throughout the country as the "Bread and Butter" State, owing to the rapidly increasing importance of her stock raising and dairy interests, any important land transaction serves to attract favorable attention of farmers, stock breeders and dairymen from the older states in the Middle West. One of the most important deals recently recorded is that made by the Minnesota Farm Land Company of St. Paul, in the purchase of a large tract of mixed

farming land in the northern part of the state, including acreage in Aitkin, Itasca, Crow Wing and Cass Counties. Mr. G. B. Barnes, Jr., a prominent St. Paul land man, was instrumental in putting through the deal, the land amounting to some two hundred thousand acres, being purchased from the Minnesota Land & Colonization Company, and being a portion of the land the latter company purchased some two years ago from the Northern Pacific Railroad. The Minnesota Farm Land Company realizing that in addition to the actual bona fide settlers who are attracted by the excellent agricultural conditions, investors have turned their attention to these holdings and have bought from quarter to half sections, well knowing that with a certain advance in price the investments will be quite profitable. Most of the land in these counties named is thoroughly adapted to diversified farming, and an organized effort is being made to interest intelligent farmers from Iowa and Southern Minnesota. The Minnesota Farm Land Company is made up of a party of capitalists from Mason City, Iowa, consisting of J. A. Felthous, C. H. McNider, George W. Brett, J. H. McConlogue, J. S. Anundson, and C. F. Johnson. Associated with them is Mr. G. B. Barnes, Jr., who is thoroughly familiar with the character of this newly acquired territory, and will make his headquarters in St. Paul.

Members of this company are owners of several large tracts of land in Minnesota in several counties other than those named, but the holdings have been consolidated, the whole being merged into the Minnesota Farm Land Company, which has laid plans in a comprehensive effective fashion to dispose of and settle up the country referred to.

#### WHERE FINANCE IS INTERESTED.

The eyes of the financial world are at present directed toward Minnesota and especially toward the Red River Valley. The greatest influx of actual settlers that the West has ever known will be experienced in this renowned section of the Bread and Butter State during the coming spring. Discriminating investors are realizing the advantages of placing their money to loan in the Red River Valley and other sections of Minnesota, as there can be no question as to the safety and reliability of such investments. A well-known Wall Street financier stated recently in an interview that a Red River Valley farm was about the best surety in the "gilt-edge" order that he knew of now-a-days.

Investors in the Middle West and East who desire to place their money in the Red River Valley are numerous. They naturally are anxious to have dealings with a firm whose reliability is beyond question. One of the oldest and best known of concerns of this character is that of James H. Burnham, of Moorhead, Minn. This firm has been engaged in the loan and banking business at Moorhead since 1871 and has never lost a dollar for an investor, which is a truly wonderful career. Mr. Burnham succeeded his father, who died several years ago. His name is known throughout Minnesota as a guarantee of financial soundness and reliability. This Magazine takes pleasure in commanding Mr. Burnham's services to such investors who are looking toward the Red River Valley. Incidentally, Mr. Burnham owns the only set of abstracts of Clay County.

#### A SHORTHAND UNIVERSITY.

So advanced has the instruction in shorthand become that there is now established in St. Paul a "shorthand university," which bears the same relation to the ordinary shorthand school that a university does to an ordinary graded school. It is in fact a "shorthand university," where learning along advanced lines may be had. The school in question is the Expert School of Shorthand, which includes a reporters' post graduate course for stenographers, and is in charge of Malcolm Emory Nichols, a thoroughly finished shorthand instructor, who is well known in St. Paul in the courts, having been a court reporter for a considerable length of time.

Mr. Nichols, in his Expert School of Shorthand, not only teaches the rudiments of the profession, but gives a regular post graduate course of study by which good stenographers are made absolutely proficient and capable for the most difficult positions that a stenographer can fill. The Expert School of Shorthand

is located in the Manhattan Building, St. Paul, occupying commodious and inviting quarters.

#### THE MINNEAPOLIS CLASSICAL SCHOOL.

Exceptional advantages are offered by the Minneapolis Classical School to young ladies and young men seeking to enter any of the leading colleges of the country. We call attention to the advertisement of the School on the "Educational" page of this magazine. The Minneapolis Classical School needs no introduction to the people of the North and Middle West. It is an old institution, under the direct supervision of Mr. A. D. Hall, who has for many years successfully conducted the Morgan Hall school for boys. Miss C. F. Bartlett, a well-known educator, is Mr. Hall's associate and superintendent of Graham Hall, department for girls. The college is having an eminently successful season.

#### A STANDARD BUSINESS COLLEGE.

The business college that sends forth graduates who are well equipped to practice the branches they have been studying is the college to attend. The old Hess Business College, of St. Paul, instructs its pupils thoroughly. It teaches shorthand, typewriting, bookkeeping, banking and other lines, so that its graduates are qualified to fill responsible positions in a practical, efficient manner. Its graduates are sought for by scores of business houses that know how thoroughly Prof. D. S. Coffey, the principal and proprietor, instructs every member of his famous school. Every department of the college possesses a competent teacher, and every department is given the most modern equipments and special facilities known to the most progressive business institutions of the day. Prof. Coffey never makes exorbitant claims, but it is a well known fact that he does all and more than he agrees to do, and that his school is regarded as a standard institution.

#### A NEW MINNEAPOLIS INDUSTRY.

Minneapolis is constantly adding to her list of new enterprises, the latest being the Minneapolis Embroidery Works, the machinery for which has been imported from Switzerland. This enterprise has strong assurances of support from the leading jobbers of the Twin Cities, and the factory is now in operation. The demand for embroidery goods has been large, and the factory is already running at full capacity. Embroidery work in all its various styles and of a quality in every way equal to the imported article is here manufactured. It is a revelation to visit this establishment and view its workings. The scarcity of skilled labor has necessitated bringing operatives from Switzerland. This extra expense, higher wages, and the importation of the machinery makes the cost of production a little more than in Switzerland, but nevertheless the Minneapolis Embroidery Works is able to compete and hold its own with the market.

#### THE MINNESOTA BARBER INSTITUTE.

This Magazine has always been foremost in extending encouragement to Northwestern schools and colleges, recognizing the fact that they are the veritable forerunners of every line of mental and material progress. It is therefore with pleasure that we direct public attention to the Minnesota Barber Institute of 109 Nicollet Avenue, Minneapolis. This is a Minnesota institute, conducted by Minnesota men, and worthy of the confidence of all who wish to acquire thorough practical knowledge of the barber's trade. Messrs. Aldrich & Unmuth, the enterprising proprietors, are licensed barbers, courteous and painstaking gentlemen, and their institute is equipped with all modern conveniences and facilities. A pupil at this institute is taught every detail of the trade. The tuition is low. There is no limit to the time that may be spent at the institute, and a graduate never experiences any difficulty in obtaining employment at good wages. As the school is conducted in strict accordance with the laws of Minnesota, it is duly recognized by the State Board of Examiners, and its graduates are welcomed by the barber fraternity at large. Elsewhere in this issue will be found Messrs. Aldrich & Unmuth's card. For complete information address them direct.

## BUSINESS NOTES

#### WHERE HIDES ARE TANNED.

Paul Taubert has assumed management of the tanning establishment at 507 Bryant avenue north, Minneapolis, until lately carried on by H. M. Taubert, who died recently. Mr. Taubert is well and favorably known to the trade in his line. Close application to the needs and requirements of his customers is Mr. Taubert's motto, and has won him an increase of trade from the start.

#### THE INVESTMENT FIELD.

Prominent among the investment companies which are at present attracting attention in the financial world is The Investors' Syndicate, of Minneapolis. This company offers many interesting and attractive opportunities for investment, and issues some pertinent advertising literature, including many strong endorsements from people who are its patrons. The offices of the Investors' Syndicate are in the Guaranty Loan Building.

#### THE GREGG SHORTHAND SYSTEM.

A splendid opportunity is afforded to young men and young women desirous of obtaining individual tuition in shorthand and typewriting by attending the school recently opened in Minneapolis by Miss E. L. Jones, until recently with the Gregg Shorthand School, Chicago. Her advertisement appears in our Educational page in this number. Day and evening classes are held, and students are being enrolled for the season.

#### VALUABLE TO HOUSEKEEPERS.

Ladies as a rule are prone to regard new inventions for use in the household with suspicion. An advertisement in another column of the "Syracuse Easy Washer," informs the reader what it is for and what it will do. This contrivance has been sold for some years and the demand is steadily increasing. It is a good seller, and as a labor-saving device and a wholesome cleanser, it has become very popular among good housekeepers everywhere.

#### TO CURE RHEUMATISM.

We call attention to an advertisement on another page, of Mrs. Dr. Mack, of Minneapolis. To those who suffer from rheumatism, Dr. Mack would have them know of a remedy which gives absolute relief and with which she effects permanent cures. The treatment consists of a sweating process, which eliminates the poison from the system and aids relaxation to the natural condition of the contracted parts. Any one suffering from rheumatism should write or call on Dr. Mack.

#### THE AMERICAN SCHOOL OF MAGNETISM.

A method of treatment for the sick that has leaped into popularity, and one which is steadily maintaining and increasing its apparent usefulness is that of "Magnetic Healing." There are many people who vouch for the aid they receive from this source of treatment. Sufferers desirous of "investigating and obtaining treatment" should write the American School of Magnetism, Minneapolis, for a copy of the *Magnetic Journal*. It contains twenty-four pages of literature on this topic, profusely illustrated.

#### THE HOUSE OF CABLE.

We take pleasure in calling attention to the advertisement of the Cable Piano Co. on another page. Very few words are used, but a "whole lot" is said. The "Cable" is an instrument that gives universal satisfaction, and it is this fact that has built up "The House of Cable." The house established a salesroom in Minneapolis a few years ago, which has grown into one of the best appointed Piano stores in Minneapolis, occupying two immense floors. A visit to the Cable salesrooms is time well spent.

#### OWN YOUR OWN HOME.

The past few years have brought about many benefits for the salaried man and woman who formerly were subjected to the discomforts of boarding houses and flats, due to high rents, etc. Now, through the instalment system, any one of moderate means

may own his or her own house. Beardsley & Heidt, 200 Temple Court, Minneapolis, are among the prominent Northwestern concerns who make a business of selling houses on the instalment plan. They furnish on application information regarding their new and easy system of acquiring homes.

#### TO THE SUNNY SOUTH.

The *Pioneer Press* of St. Paul will this winter take out a limited party for a thirty-day tour of the Sunny South, through the East and West Coasts of Florida, Cuba and the Bahama Islands.

Representatives of the *Pioneer Press* and the railroads will accompany the party to attend to all details of travel.

The *Pioneer Press* is arranging this tour for the benefit of its friends, and the cost is based on the actual expenses.

The Northwestern Line will collaborate with the *Pioneer Press* in the details, which insures its success.

#### OF INTEREST TO WOMEN.

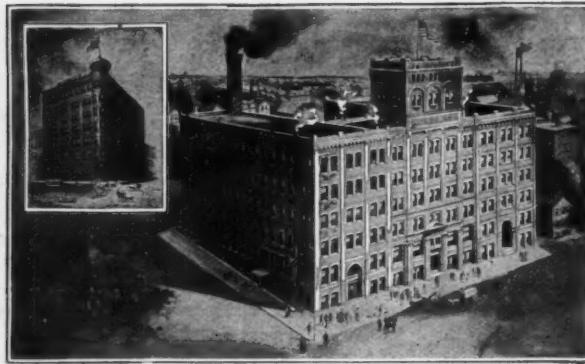
Women who make many of their own dresses are no doubt acquainted with the combination dress system manufactured by R. S. Bailey, as it is one of the simplest and best of its kind

#### SNOW MUSHROOMS.

Vaughan Cornish, F. R. G. S., who has recently made a journey across Canada and British Columbia to study there the surface forms of snow, describes in *Pearson's Magazine* the great snow mushrooms that he discovered in the upper valleys of the Selkirk Mountains.

Mushrooms of great variety in shape and size, he says, are produced by the large flakes of sticky snow falling on the flat tops of tree stumps. Some of the mushrooms have long stems—I noticed one on a tree-trunk twenty-five feet in height—others are little more than bosses showing above the snow on the ground. Mushrooms on short stalks always have hollows beneath them—into which one may easily fall—for their caps shelter the ground beneath from its proper share of snow. The mushroom that formed on the 25-foot trunk measured 12 feet 6 inches in diameter. The diameter of the tree itself at the top was but four feet, so that the snow projected beyond the trunk for 4 feet 3 inches. Its depth was about the same as the depth of snow on the ground—some five feet. On a short tree-trunk, having a diameter of two feet, the snow-cap measured nine feet

## Mayer's School Shoes Wear Like Iron.



HERE WE CARRY THE STOCK.

HERE WE MAKE THE SHOES.

ADDRESS DEPT. B FOR OUR BOOKLETS OF  
LADIES' AND MEN'S FINE SHOES.

If you want a reliable line of footwear, with which you can increase your trade, buy

#### Mayer's Milwaukee Custom-Made Shoes.

We make all grades and styles on good fitting lasts that are up-to-date. Our specialties are

#### Men's and Ladies' Fine Shoes and Oxfords,

but we also make an extremely good line of heavy and medium weight every-day shoes from Oil Grain, Kangaroo, Kip and Calf. Send for samples or write us and we will have our salesman call on you.

F. MAYER BOOT & SHOE CO., MILWAUKEE, WIS.

on the market. Mrs. A. V. Reynolds, for many years general Northwestern agent for R. S. Bailey's combination dress system, who is located at 1409 Vine Place, Minneapolis, has built up a very large trade with these dress patterns. Mrs. Reynolds also disposes of agencies throughout the Northwest, and is always glad to hear from women who desire to spend some of their time in this lucrative business.

#### "ZENO" SURPRISES THEM.

Professor "Zeno" has established an office in Minneapolis for Osteopathic, Suggestive-Therapeutic, and Magnetic Treatment. In line with his general policy of informing the public of his intentions, Prof. Zeno has inserted a brief announcement in THE NORTHWEST MAGAZINE. A representative of this Magazine called recently at Zeno's office and had his attention called to a case at the time under consideration. The case was that of a well known citizen of Minneapolis who has suffered from a painful enlargement of the gland of the neck, and of an apparent cancerous nature. The same had been operated upon no less than three times, and failing of relief he finally tried Zeno. We have his word for it that he is elated over Zeno's help to him and of a quick and harmless cure. Zeno has endorsements from leading men from all parts of the country who vouch for the benefits they have derived from his treatment.

Zeno very properly advertises his business, for such it has become. He gives a clear diagnosis of your ills, and expects pay from those needing his services. To those who cannot pay, his services are given without price, and hundreds have availed themselves of his free and beneficent services.

across and four feet in thickness.

The district where we found the mushrooms in perfection was very narrow from east to west, but they are probably equally fine southwards in the Selkirks; indeed, I heard of them from miners, who came from the Kootenay district, as occurring there, about 120 miles south of Glacier House.

I took some pains to determine the weight of the mushroom snow-caps. For this purpose, after measuring up the mushrooms, I determined the density of the snow at different depths. Calculating from these data, I find that one ton may be taken as approximately the weight of an ordinary mushroom. In years of exceptionally heavy snowfall, such as that of 1898-9, mushroom caps weighing as much as two tons would be formed upon the largest stumps.

#### A TALE ALMOST TOO GOOD TO BE TRUE.

During the blizzard of '99 I started one day from the central office of the Bureau of Charities to distribute money to some cases reported for "instant relief." In an attic I found a poor widow, a seamstress, with one child, a boy of six. The room was cold and bare; there was no fire, the windows were loose and snow lay upon the floor. The boy had been kept in bed for two days to keep warm. I asked the usual questions and gave the woman two dollars. All this before I discovered the boy. Suddenly his head bobbed from beneath the bed-clothes, and at sight of the two bills his eyes became moons. "Gee-e-e, Mister! All that for us? Then we can give some to Ted Burns' mother down-stairs to buy coal. Can't we, Mom?"—*The Ladies' Home Journal.*



**THIS SIGN  
MEANS GOOD LAND**

NESOTA prominent as a stock raising and dairy section and as the home of No. 1 hard wheat. How can you do better than settle in Minnesota and Norman County? GOOD FARM LANDS are always in demand and the demand, will increase and the value become greater. We are selling our own land—the best in the whole RED RIVER VALLEY. We keep our own horses, so it costs you nothing to look at our land. Railroad fare refunded to all who purchase 160 acres. Clip out this advertisement and send it with your name and address to any one of our offices and we will send you maps, folders, descriptions, prices, etc.

## JOHN GROVE LAND & LOAN CO.

Headquarters: ST. PAUL, MINN., 183 East Third Street.

BRANCH OFFICES:  
 Ada, Norman County, Minn.  
 Crookston, Polk County, Minn.  
 Warner, Marshall County, Minn.  
 Bemidji, Wadena County, Minn.  
 Stephen, Wilkin County, Minn.  
 Hallock, Marshall County, Minn.  
 Morris, Kittson County, Minn.  
 Stevens County, Minn.

## FIRST STATE BANK OF ADA NORMAN COUNTY

### Statement of Condition close of Business

November 15, 1901.

RESOURCES	LIABILITIES
Loans..... \$190,873.17	Capital paid in..... \$25,000.00
Banking house and fixtures..... 6,800.00	Surplus fund..... 10,000.00
Other real estate..... 2,356.97	Undivided profits, net..... 6,108.42
Revenue stamps..... 48.90	Deposits..... 263,109.68
RESERVE—	
Cash on hand.. \$10,327.25	
Due from banks 93,811.71	
104,139.06	\$904,218.10

Negotiates Loans on Farm property, and has on hand and for sale choice Red River Valley Farm Mortgages. Correspondence solicited. **Has several bargains in Improved Farms.** We will cheerfully reply to inquiries or applications for maps, literature, prices, etc. Write us. Oldest bank in county. Established in 1881.

## NORMAN COUNTY, MINNESOTA,

Ships annually over 2,500,000 bushels of grain to the big markets. She also ships many carloads of fat cattle and hogs. NORMAN COUNTY is doing her full share toward making Minnesota famous the world over as the .

## BREAD AND BUTTER STATE.

The rich, fertile soil produces the best No. 1 hard wheat in the world. Everybody knows this. The nutritious grasses, the plentiful supply of living water, the presence of timber, both for shelter and for fuel, and the good results from planting corn and potatoes, will soon make NORMAN COUNTY and MIN-

NESOTA prominent as a stock raising and dairy section and as the home of No. 1 hard wheat. How can you do better than settle in Minnesota and Norman County? GOOD FARM LANDS are always in demand and the demand, will increase and the value become greater. We are selling our own land—the best in the whole RED RIVER VALLEY. We keep our own horses, so it costs you nothing to look at our land. Railroad fare refunded to all who purchase 160 acres. Clip out this advertisement and send it with your name and address to any one of our offices and we will send you maps, folders, descriptions, prices, etc.

## Famous Trains

...Via...



Northwestern Limited, to Chicago—Leave Minneapolis at 7:30 P. M., St. Paul 8:10 P. M., arrive Chicago 9:30 A. M.

Twilight Limited, to West Superior and Duluth, Ashland, Washburn and Bayfield—Leave Minneapolis 4:00 P. M., St. Paul 4:25 P. M., arrive Duluth 9:59 P. M., Ashland 10:10 P. M.

Omaha and Kansas City Limited, to Sioux City, Omaha, Kansas City—Leave Minneapolis 8:00 P. M., St. Paul 8:30 P. M., arrive Sioux City 5:05 A. M., Omaha 8:15 A. M., Kansas City 4:00 P. M.

You also have choice of other fine day or night trains to the same points, and new, fast service to the Dakota Hot Springs and the Black Hills.

All equipment modern and first-class. Unexcelled dining car service. Luxurious sleeping car accommodations. Free reclining chair cars. Smooth, easy riding roadbed. Safety wide-vestibuled day and night trains.

For further particulars apply to agent or

**T. W. TEASDALE,**

GEN'L PASS. AGENT,

ST. PAUL, MINN.



## J. E. C. VOLAND, ADA, MINNESOTA.

### REAL ESTATE FOR SALE.

Are you interested in Real Estate—improved and wild lands in Norman county—in the Red River Valley, famous the world over for its remarkable productiveness? Mr. Voland has been resident in Ada for 18 years, 14 years of this time in the active real estate business. He is in a position to give any information regarding land in the northwest. Ada is in a highly prosperous belt of country. Norman county has not a dollar of indebtedness, and has in her treasury from \$18,000 to \$20,000 with which to build a new county building of modern design. School facilities and market advantages are of the best. The soil is a rich black loam, with a clay marl subsoil, and lands are as reliable for diversified farming or grazing purposes. Lands in this section range in price from \$5.00 to \$25.00, and the investments the past five years show better than 33½ per cent. Values are jumping daily. Now is the time to buy. References: First State Bank of Ada, or any business man or county official. Write for descriptive advertising matter, or call on

### J. E. C. VOLAND, ADA, MINNESOTA.



### LUMBER SATISFACTION AT ALLEN'S

If you are coming our way call upon us for lumber information. We make bills and specifications, furnish estimates and guarantee satisfaction.

### C. C. ALLEN & CO., LUMBER MERCHANTS.

Branch at Lockhart. ADA, MINN.

### KEEP AN EYE ON ADA AND NORMAN COUNTY

Choice list of wild and improved farms in this section. Write for maps, literature, prices, etc., or if you can come to ADA we will show you the land free of charge . . .

### THOMAS C. STRAND REAL ESTATE DEALER ADA, NORMAN CO., MINN.

*German & Norwegian Colonization a specialty*

### MILLER & SONS, REAL ESTATE AGENTS

 Choice list of fine farming lands in Norman and Clay counties, Minnesota. Lands from \$10.00 to \$40.00 per acre. Easy terms. Lands shown free of charge. Correspondence solicited. . . .

### ADA, MINNESOTA.

N. T. MOEN, Judge of Probate. PETER MATSON.

### MOEN & MATSON, Attorneys at Law.

Lands bought and sold. Land titles perfected. Special attention given to business for non-residents. Collections promptly attended to. Money to loan.

### ADA, MINNESOTA.

### NORMAN

### COUNTY

### ABSTRACT

### OFFICE

### REAL ESTATE, INSURANCE

CHAS. H. HUMASON, Proprietor

We have the only  
complete abstract of  
titles of \* \* \*  
NORMAN  
COUNTY

Special attention given to Perfecting  
Land Titles, preparing Deeds, Mort-  
gages, Contracts, Etc. All kinds of  
Lands bought and sold. Taxes paid  
for Non - Residents. Twenty years'  
experience\*\*\*\*\*

ADA, Norman  
County, MINN.

**WISCONSIN.**

An electric railway is proposed from Stevens Point to Grand Rapids.

Business men contemplate forming a stock company and erecting a \$60,000 hotel at Wausau.

The Allis-Chalmers Company has begun foundation work for its foundry building at West Allis.

The Schlitz Brewing Company will spend \$120,000 on a cooper shop and warehouse in Milwaukee.

The Chicago & Lake Superior proposes to build an extension four miles in length to Rockdale, Wis.

Arrangements have been completed for the establishment of a watch and clock factory at Stevens Point.

La Crosse business men urge the Great Western to extend a line to that city from New Hampton, Iowa, about seventy miles.

A company was organized at Shawano recently, with a capital stock of \$100,000, for the purpose of building and operating an electric line between that city and Green Bay.

It is reported that the Northwestern road will establish shops at Sheboygan to care for the work of the old Sheboygan and Princeton line, and that of the extension from Princeton to Marshfield.

Arrangements have been completed whereby Jones & Adams, a St. Paul firm, will build a large coal dock in West Superior. The dock will cost in the neighborhood of \$150,000, and will hold about 250,000 tons of coal.

The Chicago, St. Paul, Minneapolis & Omaha railway is constructing sidetracks and other facilities along the shore of Lake St. Croix near Hudson, Wis., for unloading over 50,000,000 feet of logs, which are to be hauled there by rail from Northern Wisconsin. It will require two seasons, hauling at the rate of thirty cars a day, to complete the contract.

The Soo line has put in operation two branch lines in Wisconsin which open up considerable fertile territory to the Twin Cities. A branch has been completed running northward from a point on the main line near Dresser Junction, through the rich and beautiful valley of Polk County. The road is also being extended eighteen miles north from Rice Lake. This territory is par excellence to the tourist, fisherman, hunter and vacation seeker. The line was opened December 1.

**MINNESOTA.**

The new court house at Ortonville will cost \$30,000.

The Twin City Rapid Transit Company will expend about \$1,500,000 in improvements in Minneapolis and St. Paul next season.

A move has been made looking to the construction of an electric line from Mankato due north to St. Cloud, a distance of 100 miles.

Col. W. H. Chase, who has just promoted an electric line at Sioux Falls, S. D., is considering a line from Mankato to St. Cloud, about 100 miles.

The Milwaukee Railway has secured an option for a right of way through Faribault, and it is understood the company will extend its Zumbrota branch to Faribault city and ultimately to Mankato.

Seven new stations have been located on the Minnesota Western Road, which is under construction from Evan to Marshall, Minn. The stations west of Evan are Wyburne, Clements, Rowens, Wabasso, Lucas, Milroy and Dibble.

A big manufacturing industry will be established in Winona soon. It is for the manufacture of all grades of horse and bed blankets. The sum of \$30,000 is to be invested in the business, and in the beginning close to fifty hands will be employed.

*The American*, a new weekly paper, with E. L. Oberg, publisher, has appeared at Blackduck. Blackduck will shortly be able to communicate with the outer world by telephone. The Iron Range Telephone Company is extending its line to this place from Bemidji.

The Chicago, St. Paul, Minneapolis & Omaha Railway has opened its new Birchwood extension in Wisconsin, throwing a large territory, which is rapidly becoming productive, tributary to St. Paul. The regular train service will make St. Paul the nearest point of any importance.

Shipments of flax from Duluth have been greater this season than ever before, and the quality is said to be very high. Receipts of flax at the head of the lakes for a single day amounted to 712 cars, an unprecedented traffic, and indicative of great prosperity among the flax-raising farmers of Minnesota and the Dakotas.

Revere will have a new M. E. church. Revere is located on main line of Chicago & North Western Railway, in the southern part of Redwood County, and is just experiencing a phenomenal growth. A fine new school house was completed last fall, and a dozen new store buildings are being erected this year. One of the best paving and best patronized creameries in Southern Minnesota is located here. The vicinity immediately south of this town has been settled thirty to forty

## AT THE PARTING OF THE WAYS

We all experience from time to time the need of choosing a path from out of many. Often the choice is difficult, because we lack discrimination, and, sadly, sorrowfully, we deplore in aftertimes the want of foresight that led us to choose the barren and stony way. Experience has since been gained, alas, at the cost of untold misery and degradation, and usually not we alone have suffered, but others, dear to us, have become involved in our downfall. Oh! could we but retrace our steps back to the cross-roads; could we but stand once more at the parting of the ways, and by the light of the experience gained select a new path. We know the road is open to us at any time, but we are ill in body and sick at heart, chained by long continued habit and evil associations, and the task seems too great for our own unsaid strength. We wander on, aimlessly, hopelessly. The path we have so long pursued has sapped our energies and destroyed our courage. What would we not gladly give for help of the right kind? FRIENDS! HELP CAN BE FOUND.

"Seek, and ye shall find;  
Knock and it shall be opened unto you."

**TO ALL VICTIMS OF THE DRINK AND DRUG HABITS THE ROAD IS OPEN.**

## THE ST. ANTHONY INSTITUTE

51 Western Avenue,  
MINNEAPOLIS, MINN.

never fails to accomplish a radical and permanent cure. The St. Anthony Treatment is justly called

### **THE NATURAL METHOD.**

Each case is carefully diagnosed and individually treated. Hypodermics and nausea-producing drugs are discarded. The treatment is simple, safe and effective. Absolute privacy is maintained. Testimonials are not solicited. All correspondence strictly confidential. \*

(When writing us, please mention this magazine.)

years, and a better built-up community is hard to find in Minnesota or Iowa. There are five flowing wells in Revere, and a great many on farms near here.

Efforts are being made to secure a government appropriation to establish an industrial department in connection with the Pipestone Indian school. An appropriation of \$35,000 will be asked for additional buildings.

The Duluth & Iron Range road is making preparations for the most active log traffic in its history this winter. It already has contracts for the hauling of 80,000,000 feet, the greater part of which will go to Duluth from Drummond and Highland, towns in northern Minnesota, northeast of Duluth.

An army of men will be required to get out the large amount of timber that is to be cut this winter in the northern part of this State. In the vicinity of Bemidji it is reported that five or six thousand men will be employed, and that the output of the camps within a radius of fifteen miles of that place will be between three and four hundred million feet.

Work is well under way on the new buildings to be erected for the Theo. Hamm Brewing Company in St. Paul. The main building will be used for a bottling house and storage, will be 270x136, two stories, brick, fire-proof. The wash house will be 48x210, three stories, a 4-story addition, 81x96, to the stock house; a 1-story brick addition, 29x54, to another building, and an iron fire-proof roof for the boiler house; additions to paint shops and pump house. Cost, \$300,000.

Independent iron interests of Northern Minnesota have been quietly at work to prevail upon the Canadian Northern road to build a line into the iron range country, and it is believed that their solicitations have not been in vain. The Canadian Northern owns and operates a line eighty miles long, extending from Port Arthur, Ont., to Gunflint, Minn. It was formerly known as the Port Arthur, Duluth & Western Railway. It is this line which the independent iron mine owners desire to have extended into the iron range in the vicinity of Ely. By means of such a road they could ship their ore in bond to Port Arthur, and thence down the great lakes to Cleveland or any other American port. It is said that officials of the Canadian Northern have given assurances that such a line will be constructed. This is not the only extension which the Canadian Northern will make into United States territory in the near future. Within a short time, the company will take up the matter of the construction of feeders into Northern Minnesota. Among the extensions contemplated is one from Warroad, on the Lake of the Woods, down through Roseau County, and possibly through Kittson County, to a junction with the Great Northern at Hallock or Kennedy.

#### IOWA.

A promoter has opened negotiations looking to establishing a canning factory at Fort Dodge.

The Hamburg Canning Company has begun the erection of a large brick warehouse at Hamburg.

A surveying party is running a line from Norway to Winterset. It is supposed to be in the interest of the Burlington.

Harvey, Chalmers & Sons, manufacturers of pearl button blanks, have begun operations in their factory in Dubuque with a force of three hundred hands.

Iowa Falls presents a fine showing in the way of building improvements for the season just closed, and \$160,000 has been expended for improvements in this line here this year.

The prospects for the building of the proposed Chatfield-Decorah electric railroad are daily growing brighter, and those who are directly connected with the enterprise state that there is no

question but that it will be carried to a successful conclusion.

The John Gund Brewing Company will erect a cold storage warehouse at Fort Dodge.

Traer is quite sure of getting an electric railroad. A new company was recently organized at Oskaloosa for the purpose of building a line from that city to Tama and the extension of the line from Tama City to Traer and on to Waterloo.

Efforts will be made to secure a government appropriation for the construction of a system of canals, using the Des Moines River for the purpose, from Keokuk to Des Moines. It is proposed to run barges on the canal, pulled by tugs.

Although the Chicago Great Western has expended vast sums of money at Oelwein, the increasing demands of its vast volume of business demands increased facilities for carrying on its traffic at that point of the system. The officials of the road are now engaged in acquiring options on lots and tracts of land, the aggregation of which will amount to about forty acres. They state that in consequence of the rapidly increasing business from their new branches, and through the whole system, additions to their shops and yards are made necessary in the near future. The Chicago Great Western has been like the fairy Godmother to Oelwein. It has been the means of enlarging it from a country hamlet to a city of about 5,000 population, and it is now probable that it will induce factories and other plants to locate there, and enlarge the number of employees until the 10,000 mark is reached.

#### NORTH DAKOTA.

Surveys are reported to have been commenced for a branch from Bismarck southeast.

Armour & Co. will erect a branch house for their packing business at Grand Forks.

Surveyors have been looking over a proposed extension of the Northern Pacific from Casselton to Dickey.

It is rumored that the Northern Pacific will extend a line west from Edgeley to the Missouri River and from Bismarck to Edgeley.

The Bismarck, Washburn & Great Falls road, which was recently completed to Washburn, N.D., will be extended next year from Washburn to Coal Harbor, on the Missouri River, twenty-five miles.

The annual report of the inspector general of the United States contains interesting facts regarding North Dakota. Immigrants bound for North Dakota included 1,355 Germans, 1,147 Scandinavians, and the remainder of a total of 2,889 of scattering nationalities, each being represented by less than 100 persons. The immigrants to North Dakota included 112 tradesmen and skilled mechanics, 1,392 with miscellaneous occupations, and 1,385 with none.

Real estate men in all parts of the James River Valley predict a boom in lands next year. One firm in Ransom County says that more settlers and land buyers have arrived in that county this year than for the last six years. Land prices are getting higher each month, and the lands that could not be sold at all for farming a few years ago are being bought by Iowa and Minnesota men for mixed farming purposes, and for stock raising in particular. The acreage of macaroni wheat is much larger than is generally believed, and the yield is much greater than that of other varieties.

Surveys being made by the Northern Pacific in southern North Dakota are more extensive than at first reported. Indications are that the Northern Pacific intends to extend through several of the newer counties in the southern part of the state, which as yet have been traversed by no road but the Soo. This territory is developing rapidly, and includes several important inland trading points on the Missouri River. By sur-



## An Opportunity of a Life Time

Marshall, Red Lake and Polk Counties.

25,000 acres of selected farm lands; convenient to schools, churches and markets; Scandinavian and German settlements.

### Stevens, Grant and Traverse Counties.

Here we have about 15,000 acres of excellent land. The land comprises both wild and improved farms. Black loam soil; clay sub-soil. Thin territory in the Corn Belt, and in one of the most productive portions of Minnesota.

### Nelson County, North Dakota.

10,000 acres partially improved land, within ten miles of Lakota. This is a very fine farming district; crops averaging this year from 25 to 30 bushels per acre.

### Wisconsin Timber Land.

30,000 acres in the "Hardwood Belt," midway between St. Paul and Duluth, adjacent to the line of the Omaha road. Clay loam soil; clay sub-soil. Timothy, Clover and Blue Grass grow abundantly. This section is watered by Lakes, Springs and Streams, and is admirably adapted to dairying and stock raising.

All of the above mentioned lands were carefully selected by this company, and title to each piece is perfect.

Write us stating what kind of a farm you want, and we will describe some special bargains to you. Maps and information cheerfully furnished. Reduced rates and free fare to buyers.

### CENTRAL MINNESOTA LAND COMPANY,

Branch offices  
Morris, Minn., Crookston, Minn.,  
Chicago, Ill., Shell Lake, Wis.

Main Office 162 E. Third St.  
ST. PAUL, MINN.

# \$5,000.00 Cash

Will buy 2,400 acres of the BEST OF

### RED RIVER VALLEY FARM LANDS

being 16 scattering tracts, located in Red Lake Co., Minn., in a thrifty settlement where churches and schools are built and roads graded. All of these quarters are more or less improved and some have buildings and other improvements worth several hundred dollars—payment of the balance can be made to suit the purchaser. These tracts are well worth from \$12 to \$16 per acre, but if sold within the next thirty days will deliver the BUNCH at \$10 per acre. There is big money in this for somebody. Write for list giving DESCRIPTIONS and full PARTICULARS.

Also large list of other FARMS for sale AT PRICES and TERMS to SUIT the BUYERS.

GILT-EDGE FARM LOANS A SPECIALTY.

We solicit Capital for Farm Loan Investments.

**M. O. SORTEDAHL,**  
**BANK OF RED LAKE FALLS,**  
**RED LAKE FALLS, MINN.**

### TACOMA,

### WASHINGTON.

### FRED H. MERRITT.

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Timber Lands.	Farms.
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Oil, Coal and Iron Lands.
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Examinations and reports made for non-residents at reasonable figures.

Everything is inspected before sale and is guaranteed to be as represented.

**REFERENCES ON APPLICATION.**

veys recently made it is believed that the Northern Pacific will extend from Edgeley west to the river. The Soo will reach the Missouri River next year.

Souris is a new town on the Great Northern extension, not far from Bottineau. The state bank of Souris has filed articles with the secretary of state, and the new town has several elevators and a number of business enterprises.

The completion of the Bismarck, Washburn & Great Falls Railway to Washburn is a significant triumph for the virgin industries of the West. The vast area between the Northern Pacific at Bismarck and Great Northern and Soo at Minot has time and again given evidence of adaptability for all purposes of agriculture, but owing to the distance of market, no systematic effort has been made to tap the new territory. With the building of the Washburn road, the western wing of the State will be placed into a position that will make it susceptible of further career of development. The unusual quantities of the best lignite fuel is a powerful item of resource for the West, that will help to place local communities in a position to draw revenue from several distinct sources. The rapid progress of business interests and the continued influx of immigrants are powerful arguments why the new West will form a valuable adjunct to the bread basket fame of the Red River Valley.

Lands in the extreme western part of North Dakota, over which the cattle of Theodore Roosevelt roamed in the early eighties, are at last to come under the domain of the small farmer. The Northern Pacific has recently had the immense tracts, which constitute the greater part of the remainder of the original grant in western North Dakota, surveyed, and has been disposing of the land in big lots. Early in the year the Northern Pacific management decided to sell all of its holdings east of the Missouri River in North Dakota, and the subsequent deals gave the last movement for 1901 a big start. During the past week 200,000 acres of these lands were sold by the Northern Pacific to Theodore Von Rolf, who heads a big Iowa syndicate. Another deal was announced recently, in which 125,000 acres in the extreme western part of North Dakota goes to the Missouri Slope Land and Coal Company, composed of H. A. Hunter of Minneapolis, State Senator L. A. Simpson of Dickinson, N. D., A. C. McGillivray, receiver of the Bismarck land office, and A. I. Martin of Sentinel Butte, N. D. This tract is located on the main line of the Northern Pacific, and it is believed that, being well adapted for agriculture, it will attract a great many immigrants. The company which bought it will engage in mining lignite coal, and cheap fuel will be one of the attractions in the campaign for immigration. The company's eastern headquarters will be at Minneapolis. A bank of \$10,000 capital is to be established at Sentinel Butte. This locality is to receive much help from the immigration work done between now and spring. It has been the belief of many immigration men that the extreme western part of North Dakota could be made one of the best wealth-producing sections of the Northwest. Billings County, in which the above lands are located, is expected to increase materially the flax and wheat acreage of the State in two years.

#### SOUTH DAKOTA.

The announcement is made that the Burlington is to build from Mystic to Rapid City.

The farmers of the northwest part of Moody County are very enthusiastic and determined in their efforts to have a railroad built through that section.

Condon is the name of a new town being established in Lyman County. E. L. Senn is chief promoter, and will conduct a newspaper, bank, post office and general store.

Deadwood has a steady, natural and healthy growth. Vacant houses and rooms all over town have found tenants who are likely to be permanent.

The new reduction works already under construction will add one thousand or more people to the population, and other enterprises contemplated will more than double this number. In all lines of mercantile business trade was never better or on a more solid basis.

#### MONTANA.

The Masonic Temple in Butte will cost \$60,000.

Conrad Kohrs will erect a memorial library at Deer Lodge, to cost \$20,000.

It is announced that the Milwaukee will extend its lines from the Missouri River west to Montana.

The Montana Central has completed a survey from the Boston & Montana smelters, Great Falls, to Rainbow Falls.

A street railway will run through Stevensville within a few months. The town council of Stevensville has granted a right of way and franchise through the streets of the city for twenty years, and the commissioners of the county have given the company the privilege of crossing the Bitter Root River bridge to the Stevensville depot. It is expected that the power will be water, secured at a small fall in the mountains west of the town, and the equipment will be first class in every respect.

The building boom which Livingston has enjoyed this season, one that has never been equaled in the city, is to be capped by the commencement of the construction of what will be the handsomest depot west of St. Paul, one that will not be excelled by any intermediate point in the United States. Livingston has an exceedingly bright future, and every day witnesses new developments that warrant the prediction that this city will soon outrank any other place in the eastern part of the State.

Another and very practical illustration of the prosperity which has attended the growth of Great Falls during the past year is shown by an official announcement from the Great Falls Townsite Company that the 50 per cent cut which has prevailed for nearly two years will be declared off, and the price of real estate in Great Falls will go up with a bound to double its present value. The announcement is one of the most important ones made in regard to the material advancement of the city during the past year.

A joint line is to be built by the Chicago, Burlington & Quincy and Great Northern companies from Huntley, Mont., northwest via Oko to Armington, Mont., and surveys are now being made. Huntley is about ten miles east of Billings, and is the point where the Burlington makes connection with the Northern Pacific. The Burlington will build to Oko, and the Great Northern will build from that point to Armington, which is south of Great Falls on the branch extending to Neihart. The distance is about 175 miles.

D. R. McGinnis of St. Paul has located a claim at Galata, seventy-five miles west of Havre. Galata is an important stock-shipping point on Willow Creek. Mr. McGinnis claims to have information that the Great Northern will build a branch from Galata to the middle butte of the Sweet Grass Hills next spring. Last summer the Great Northern, in taking over the Great Falls & Canada road, formed a subsidiary company, and one of its projected enterprises was the construction of a line from Chester to the Sweet Grass Hills. Galata, thirteen miles west of Chester, is only twenty miles from the hills and can be reached on an easier grade by this route than from Chester.

The United States government is to make a practical experiment in irrigation at Fort Yellowstone, at Mammoth Hot Springs, in the National Park. At present the lands about the fort are dry and barren. The engineering officers of the department hope, when their work is completed, to see it as green as the most fertile pastures of

**MESSRS. WIEMER BROS.**, Land and Loan Co., with head offices at Crookston, Minn., are disposing of some real choice land bargains in the *Red River Valley*, particularly in Polk and Kittson Counties, having a branch office at Kennedy in Kittson County. They are in a position to give the best possible attention to homeseekers in person. Anything wanted in wild or improved lands you can get of them, and you will receive good service, the best of terms and a safe investment.



JEWETT & SON, 548 Selby Ave., St. Paul, Minn.

**S. L. Lewis.** — **V. M. HIGINBOTHAM.**  
**LEWIS & HIGINBOTHAM,**  
Have a choice selection of **LANDS**

In both **Red Lake and Polk Counties.**

Parties seeking desirable and safe investments in this section will do well to call upon us. Write to us for our list of bargains.

**RED LAKE FALLS, MINNESOTA.**

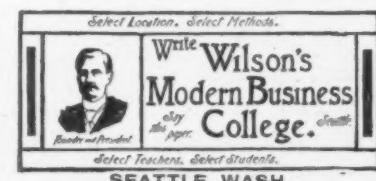
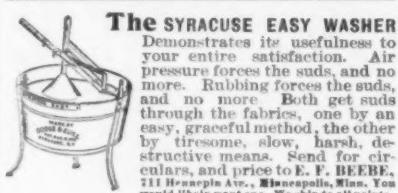
**NELS PETERSON,**  
Real Estate Broker.

Lands for Sale in the Red River Valley—  
Red Lake, Polk and Marshall Counties  
in Particular. Correspondence Solicited.

**THIEF RIVER FALLS, MINNESOTA.**

**GIGSTAD & BURKEE,**  
St. Hilaire,

Real Estate, Insurance  
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**CROOKSTON, MINNESOTA.**

the middle west. Col. Pond, of the department of Dakota, says that authority has been received from Washington to proceed with the plans for the new water ditches from Glenn Creek, about three miles to a reservoir, which will be built on a plateau 150 feet higher than the fort. The water will be piped from the ditches to the reservoir, which will hold about 10,000,000 gallons. The primary object is to afford a good supply of drinking water for the troops, but the irrigation feature of the work will be watched with great interest. The post is on the left bank of the Gardner River, a few miles from its junction with Yellowstone River, and at the entrance to Yellowstone National park. A railway station is eight miles away. The post is 6,000 feet above the sea.

#### WASHINGTON.

The Walla Walla Club has adopted plans for a club building to cost \$22,000.

The cost of the interior improvements to the Hotel Spokane will be \$60,000.

The Falls City Pickling Works will erect a new building for its factory in Spokane.

The Pacific Portland Cement Company will establish a factory at Newport, at a cost of \$25,000.

The Odd Fellows and Knights of Pythias will erect a brick block to cost \$40,000 at Walla Walla.

Plans are on foot to erect a plant for the manufacture of tar, creosote, wood alcohol, etc., at Seattle.

Everett is to have a new passenger station, and a mammoth steel wheat elevator is also rumored on the tapis.

The Seattle Electric Company is surveying for a car line to Fort Lawton and plans to have it constructed soon.

The Kerry Mill Company, Seattle, will build a saw mill, with a capacity of 400,000 feet daily, at the head of Raging River.

A \$300,000 building at Seattle for the use of lumbermen and to be called the Lumber Exchange is being considered.

The United States Fish & Cold Storage Company will erect a cold storage and fish preserving plant to cost \$125,000 at Fairhaven.

W. A. Woodin is at the head of a concern to build and operate a lumber mill at Fairhaven, having a capacity of 30,000 feet and 110,000 shingles daily.

The Seattle Electric Company is making preliminary surveys for a street car line to West Seattle, so that when it is deemed wise to connect it with Seattle the work could be pushed.

Senator W. A. Clark, of Butte, Mont., and others have formed the Western Montana Flouring Company, with head offices at Spokane. The operations will be confined to Western Montana.

Grain buyers report wheat lands in the Walla Walla Valley bringing higher prices than at any time since 1892. A piece of school land twenty miles out of Walla Walla brought \$35 per acre.

The track of the Washington & Oregon Railroad Company from Kalama to Vancouver, Wash., is completed. Work has commenced on the side tracks, yards and depot buildings at Vancouver.

The Pacific Packing & Navigation Company plans to expend about \$200,000 in the construction of a dock and the enlargement of the Ainsworth & Dunn wharf at Seattle. The dock will be about 200x300.

A committee was appointed at Sunnyside to confer with the Northern Pacific and Washington Irrigation Companies and ascertain what en-

couragement a local company would receive in building a railroad between Mabton and Sunnyside.

The Bellingham Improvement Company at Whatcom recently cut two immense sticks of timber to be shipped to Michigan. They were 36x36 inches square, 80 feet long, and contained nearly 9,000 feet of lumber.

The Mill Creek Light & Power Company will start work on an electric power plant at the mouth of Blue Creek, Walla Walla, which will cost complete \$100,000. Work will be started also on the electric street railway.

A new mill is being erected by the Green Shingle Company near Sedro-Woolley, having a double block machine and 150,000 capacity. The company recently purchased enough virgin timber to keep the mill running many years.

The Tacoma Southern Railway & Navigation Company has acquired the right of way of the old Tacoma & Columbia River Railway from Lake Park, Wash., toward the Columbia River at a point east of The Dalles. The conveyance is made by William C. Holliday, formerly chief engineer of the Columbia River Railway, and who will be associated with William Bailey of New York in the recently incorporated Tacoma Southern Railway & Navigation Company. The latter company also acquires the right of way formerly owned by the Tacoma & American Lake Railway, together with franchises on the tide-flats granted by the city of Tacoma.

Work is progressing rapidly on the construction of the new plant of the Washington Match Company at Tacoma, which will operate patent machinery invented by Manager Lucius T. Holes, formerly of Pennsylvania. The building is to be 200 feet square, four stories high. It occupies a site leased from the Northern Pacific, north of the Eleventh street bridge on the newly filled ground, where it can have convenient access to lumber from the St. Paul and Tacoma and other saw mills. Most of the officers are Seattle men, headed by James Hamilton Lewis, President; Thomas M. Hopwood, vice president; Charles H. O. Jackson, secretary and treasurer.

#### OREGON.

The Oregon Short Line is changing some of its simple engines to compounds for experimental purposes.

O. R. Ballou, promoter of the Walla Walla Milton line, announces the completion of the right of way between the towns.

The Canadian Pacific will erect a new cleaning elevator, an annex to Elevator B, and a new freight and flour shed, at a cost of about \$500,000, at Fort William.

A close estimate made of the output of lumber from Baker County during the year 1901 shows some very satisfactory results. The total output in the county aside from a few small mills which have only had the effect of cutting prices to some extent, is 25,500,000 feet and 127,500 logs.

Sumpter is on a steady business basis, and fairs never were so prosperous as they are now. Besides the hundreds of tons of mine supplies and machinery going into the camp, and the opening and development of new properties, the town itself is taking on many permanent improvements. Amongst the most conspicuous of these are the new hotel and the K. of P. Hall.

The output of refined sugar this season from the La Grande sugar factory was 30,000 sacks. Vice President C. W. Nibley, of the Oregon Sugar Company, says that sugar beets are worth to the farmers \$4 per ton on the cars at Baker City, and that the lands in this county anywhere they can get one good drenching of water will produce large and valuable crops of sugar beets. In Utah and in other states where there are beet

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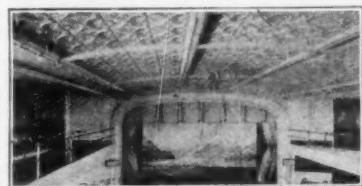
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sugar factories beets are hauled more than fifty miles to the factory at a good profit to the producer, and in some districts the beet juice is pumped twenty-two miles through a pipe line to the factory. What has been accomplished in other sections, with not so good natural resources for the raising of beets, can be done in Baker County. Many carloads of beets were shipped this fall from Union to La Grande, which paid handsome profits to the producers. Here is a chance for the small farmers of Baker County to add a large income to their resources each year.

Nearly 2,000,000 pounds more of wool was produced in Oregon this year than last, the total 1901 clip, according to the best information obtainable, reaching about 19,700,000 pounds. Eastern Oregon alone produced 18,000,000 pounds this year. The Willamette Valley produced about 1,500,000 pounds, and the Umpqua Valley 200,000 pounds. Last year's total clip was approximately 18,000,000 pounds. This year Eastern Oregon alone produced this amount, being an increase of 2,000,000 pounds over the clip of last year.

Notwithstanding the excitement in oil, interest in mining in Eastern Oregon continues unabated. On the heels of the big strike in the North Pole comes the news of a strike in the Belcher, the property of the Daines Mining and Milling Company of Spokane, situated in the Greenhorn district, and a strike in the Porcupine, in the Cable Cove district, the property of A. W. Anderson and A. E. Bryan, of Seattle, and a strike in the Buckeye, in the North Powder district, the property of Milwaukee capitalists.

Industrial Agent Judson of the Southern Pacific is sending out to farmers in Oregon a large number of samples of new varieties of grain, with the object of inducing the cultivation of those best suited to that State. About go of the specimens are wheat, go are barley and go are oats. The grain has been gathered from all parts of the world by the assistance of the United States Department of Agriculture, and the distribution is being undertaken by the railroad company in harmony with the State Agricultural College of Oregon.

#### IDAHO.

It is reported that the Oregon Short Line will build a line to Gibbonsville from Mackay.

Lieut.-Gov. Terrell will erect a modern brick hotel in the spring at Pocatello, to cost \$25,000 to \$30,000.

Grading has been completed on the Idaho Northern of the Boise, Nampa & Owyhee extension, from Nampa to Emmett, Idaho, twenty-eight miles, and ten miles of track have been laid from Nampa to the Boise River. A bridge over the river is completed, and rails are being laid to Emmett, which point it is expected to reach by December 30.

Salmon City and Gibbonsville are evidently objective points of the Oregon Short Line's Salmon River branch. This is the richest part of Idaho and the nearest railroads are the Montana division of the Short Line on the east and the Northern Pacific on the north, both inaccessible. The Salmon River road at Mackay is pointing direct toward that region, and Gibbonsville is about 160 miles from Mackay. From Missoula the Northern Pacific has a branch running south along the Bitter Root River to Grantsdale, Montana, which is also pointing to Gibbonsville on the south, and surveys have been made for the extension, but the pass over the Bitter Root mountains was found to be a very steep grade, it is said, and so the Northern Pacific to date has not taken an active step, although it is keeping its eye on the territory. Gibbonsville, Shoup and Salmon being on the southern slope of the mountains the Oregon Short Line's branch can be readily extended from Mackay, and that is what it is claimed the Short Line proposes to do with its new branch. Next year probably half the line can be completed and the balance in 1903. The

surveys are all completed to Challis. Gibbonsville is now reached by stage from Divide, a station on the Montana division of the Short Line, 370 miles from Ogden.



#### MANITOBA.

The Canadian Pacific Railway has made extensive improvements at Brandon.

Brandon citizens are after the location of the proposed Manitoba Agricultural College.

Work on the southeastern division of the Canadian Northern line to Port Arthur is now practically completed.

The Canadian Northern Road is doing rapid construction work from St. Charles to Carman. The intention of the company is to build west of Carman through the Boyne Valley. The Canadian Pacific Railway is also pushing into Carman from Oxbow west.

The Canadian Northern Railway has added sidings in Fort Rouge for storing cars, in view of having complete facilities for handling this year's crop, and its increasing business. Its main yards will be in St. Boniface, where it has acquired a large area of land. The tract of land acquired in Fort Rouge is half a mile in length and several extra sidings are being put in at that point.

Work is progressing rapidly upon the Brandon binder twine factory, and as the season is already so far advanced and as it is proposed to manufacture for next season's trade, the work will be pushed ahead with all possible speed. By the time the brick work is finished the machinery will be ready to be put in place. The completion of the Brandon twine factory will mark a very decided stride in the city's advancement. The binder twine factory, however, does not represent the only new industry acquired by Brandon this year, for work has commenced on the Alexander and Law Brothers new flour mill.

#### BRITISH COLUMBIA.

The Canadian Pacific Railway Company will probably put on a line of steamers from Vancouver to Vladivostok in order to take advantage of the trade openings which exist in the East in consequence of the opening up of Siberia.

The Dominion Dairy Commission has instituted a traveling dairy school under the direction of two competent instructors. Classes have been held at Victoria, Comox and New Westminster, concerning which very satisfactory reports have been received.

British Columbia is making considerable progress in dairying, although that progress is somewhat slow. The reason for this is that it is difficult to bring the land under cultivation, owing to the heavy timber. There are six creameries in operation in the province, all doing a successful business. Their total output would probably be about half a million pounds.

The all-Canadian government telegraph line from Vancouver to Dawson was recently completed. The line is 2,200 miles long, and part of the route is that taken by the abandoned line originally projected for the Collins overland route in 1865 that was to have connected America with Europe, when the successful projection of the Atlantic cable stopped the enterprise. The line starts at Van-



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couver and touches Ashcroft, Quesnell, Hazelton, Telegraph Creek, White Horse and Dawson and connects at the Alaskan boundary with the projected American government line from St. Michaels. A branch line taps Fort Simpson for the convenience of the incoming Dawson steamers.

Reports from British Columbia intimate that the work of development has scarcely commenced, and that new enterprises are in the air. One of these is the construction of a second trans-continental line north of the Canadian Pacific. The basis for this railway is the Rainy River road, which runs from Port Arthur to Winnipeg and thence west and north through the Dauphin district. Following the Mackenzie surveys for the Canadian Pacific it will make across to Edmonton and thence will run through the mountains, terminating on the Pacific coast opposite the northern point of Vancouver island. The British Columbia government is said to be ready to facilitate the completion of the railway to the Pacific on the ground that it will open up a tremendous undeveloped territory in the far Western province, and will bring new mineral wealth within reach.

#### ASSINIBOIA.

In the Yorkton district the beef steer is king. He will be shipped from Yorkton this season over six thousand strong, and his aggregate value will amount to over a quarter of a million dollars. This sum, distributed as it is among a comparatively small number of producers, means a large addition to the wealth of the district, and to the producers of the steer. The district is the fortunate possessor of an abundance of hay and pasture lands. Some idea of the abundance of the former may be had when it is known that hay can be purchased in the stack for one to two dollars per ton, according to location. It is this cheap and plentiful supply of hay that has made the reputation for the Yorkton steers. Usually the ranchers and farmers in this favored district are alive to their own interest in keeping up the quality of their stock. Thoroughbred bulls are commonly used, the large majority being of the shorthorn breed. That the industry of raising cattle has been profitable here is a well-known fact. The free pasturage of the prairie will last for years in this district, and the winter feed can be grown. It is easy to predict a bright future for Yorkton. All the indications point the same way. Yorkton will always be a great cattle town.

The greatest irrigating project that has yet been attempted in the Canadian Northwest, according to the Helena *Independent*, has been undertaken by the Canadian Pacific Railway Company, which plans to place water upon the vast area of land between Medicine Hat and Calgary. George G. Anderson of Denver, who had charge of the construction of the Lethbridge Canal, has made surveys and estimates for the company and has reported that 3,000,000 acres may be irrigated at a reasonable cost and every foot of it made compensatorily productive. The company has decided to prepare at once to irrigate 300,000 acres, and if this proves satisfactory the canals will be greatly extended to cover lands lying east toward Moose Jaw. The experiments made in the vicinity of Lethbridge with sugar beets have proved more successful than was anticipated. Early in the spring the Canadian Northwest Irrigation Company secured fifty pounds of sugar beet seed from Utah and distributed it among farmers around Lethbridge, Cardston, Magrath, Stirling and other Mormon settlements. An expert superintendent of the cultivation, and the crop is a grand one; and while full reports of the tests have not yet been made, it is known that the percentage of sugar in the beets is amply sufficient to justify Jesse Knight, the millionaire sugar manufacturer of Provo, Utah, to erect a great factory at Raymond, a new town he has founded near Lethbridge, and named for his older son. Knight & Sons are now preparing 3,000 acres for the cultivation of sugar beets. They are plowing it deep and this fall will sow grain. Next fall deeper plowing will be done, and the following spring beet seed will be sown

and a factory, to cost \$150,000 or \$200,000, will be ready for operation by the time the beet crop is ready to be harvested. Knight & Sons have 32,000 acres in their ranch. They have recently purchased about 60,000 head of sheep in Teton County, to be run on leased land which they have secured for a long period. They have also imported 5,000 head of shorthorn cattle from Ontario. On their ranch they intend to raise all Northern grains, alfalfa and other products, as well as sugar beets, and will afford employment to about 200 men. About 60,000 acres around Raymond has recently been opened to settlement, and nearly all will be devoted to the cultivation of sugar beets; but it is anticipated that for a few years the crop in the immediate vicinity will not be sufficient to supply the full demands of the factory, and Mr. Knight hopes to be able to induce Montana ranchers to raise the beets quite extensively, he guaranteeing a market for a certain number of years.

#### ONTARIO.

F. H. Clergue, the multi-millionaire of Sault Ste. Marie, who is at the head of a dozen or more mammoth commercial enterprises, has practically decided upon the construction of another water power canal, to cost upwards of \$2,000,000. Associated with Mr. Clergue in the deal are Messrs. Widener and Elkins, the Philadelphia capitalists, who, it is understood, will finance one-half of the project. The canal is intended to develop about 20,000 horse-power, electrically, in the rapids or falls at St. Mary's river, opposite the ship canal. The St. Mary's Falls Power Company was organized a short time ago for the purpose and recently made application to the board of supervisors, in accordance with the state statute, requesting permission to divert the waters of the river for the project. The plans as completed contemplate the construction of two parallel dikes on the head of the rapids 150 feet west of the line of the international bridge which crosses the falls. The dikes will be 3,100 feet long and the lateral distance between them will be 480 feet. The fall of water will be about eighteen feet. Mr. Clergue says that power can be developed at a cost infinitely less than at Niagara. The water power developments now made and projected at the Canadian Sault will furnish 125,000 horse-power for manufacturing purposes alone.

It is stated that the Canadian Pacific Railway intends building a branch line from Dinorwic, a station east of Wabigoon, in a northeasterly direction toward Lac Seul. This line will be twenty-one miles in length and the Canadian Pacific Railway asks for no concessions, other than that the Ontario Government make such improvements as will connect Lac Seul and Lake Minnetakie and provide continuous navigation between these two lakes. The Ontario Government, in connection with this proposition, will make a survey of the water stretches connecting the two lakes in order to ascertain the expense of providing the necessary locks and dams to raise the water level and complete the chain of navigation. This water connection and the proposed railway will afford railroad connection with a large tract of most fertile country extending 100 miles to the northward. The lumber interests in this district will also be very large. The project shows that the Canadian Pacific Railway is now turning its energies toward the development of New Ontario.

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Jess—"Oh, half the members are afraid our resident will get discouraged and resign."

Tess—"And how about the other half?"

Jess—"They're afraid she won't."

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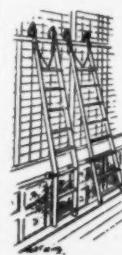
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#### PEACE AND PLENTY IN THE INLAND EMPIRE.

The harvest of 1901 in Eastern Oregon and Washington has been one of the greatest in the history of the Northwest, says a writer in the Baker City *Democrat*. Without going into the details of tonnage and acreage it can be stated that both are extraordinarily large, and that the quality of wheat raised never was better.

During journey just made through the grain belts of the two states, content and prosperity beamed on every side. In the Palouse, Walla Walla, Umatilla, Wasco, Sherman, Klickitat, Grande Ronde and other sections the granaries are piled high with wheat, and it is stacked up like cord wood on the ground for lack of housing room. The Oregon Railway & Navigation Company's line, which traverses this entire belt, is taxed to the limit to furnish cars for transporting the wheat to market and at the same time keep up the service on the east bound traffic, lumber, wool, fruit and Oriental goods of the big steamers which are arriving in Portland every week. The twenty new engines which were recently put into service have apparently vanished from sight in the flood of business, and the car department is distracted by its efforts to get moving houses enough to meet the demands.

Everywhere the farmers and merchants are happy, and even the women and children reflect the general good feeling. Many improvements are being made on the farms; barns are being enlarged and repaired; fences built; new machinery added and dwellings improved or new ones constructed. In the villages and towns can be seen the same general activity. While prosperity is no new thing in these favored states, and the past several years have been years of plenty, yet agriculture this year in the Inland Empire has outstripped itself, while other branches of industry, mining and manufactures, have kept pace with the times so that all combined present unparalleled attractions to the home seeker and investor. Through the industrial department of the Oregon Railway & Navigation Company many successful experiments have been made in agriculture, horticulture and dairying, which are now bearing good results, and the future promises much in scientific and diversified farming, the benefits of which are open to the new comers as well as the old settlers. Correlative with this has been the development of manufactures, thus creating a home market for many more raw materials than heretofore.

Little is the wonder then that the smile of satisfaction sits upon the people of Oregon and Washington. The hard labor of hands and brains in making the desert of a few years ago a land of milk and honey cannot fail to bring something of self gratification, and now Oregon and Washington, with their remarkable resources, great diversity of climate, soil, mountain, valley, rivers and ocean harbors, rapidly growing commerce with all parts of the world, and immunity from cyclone, drouth and blizzard can well offer to others a share in their advantages, because the more honest, energetic, hard-working and brainy people come here with capitalists to their back, the larger will be the increase in wealth and happiness to each. Results are always certain here, but intelligent labor is necessary to produce them. This great lesson has been well learned in the Inland Empire during the past decade, as is evidenced by the present satisfactory state of affairs. Nature has done wonders for Oregon and Washington, and man still has to work, but that it is more profitable and agreeable to work under right conditions is being swiftly demonstrated by the great influx of people now coming here with the means to engage in farming, mining, manufacturing, or with the will, brains and ability to work with others.

#### WINTER TRIP TO FLORIDA ON CHICAGO AND FLORIDA SPECIAL.

May be arranged for through H. R. Dering, A. G. P. Agt., 248 South Clark St., Chicago. Write him for reservations on through service which leaves Chicago Union Station 12 noon each week day, arrives St. Augustine next evening at half-past nine o'clock, running through via Cincinnati, Atlanta, Macon and Jacksonville.



WEIGHT 2,775 POUNDS.

## **THIS STEER**

is the property of W. A. Coughanour, Mayor of Payette, Idaho, and was raised from common ranch stock, BUT fed ONLY on the nutritious Payette Valley Grasses, no grain whatever. Its weight is 2,775 lbs.

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## **THE PAYETTE VALLEY REAL ESTATE AGENCY**

A. E. WOOD, Manager.

PAYETTE, IDAHO.



## ALL USED UP.

A commercial traveler, one very hot afternoon in summer, called at a country inn for refreshment.

The landlady of the house came to attend to his wants, and he asked for a whisky-and-soda.

She brought him the whisky and said:

"I'm sorry, sir, I can't supply you with the soda, as I put it all in the wash."

## POSTPONED.

At a dance in Helena a young commercial traveler met a lady, with whom he was so much smitten that before the week was out he called upon her father to ask for her hand.

The old man began proceedings by asking what prospects he had, to which the drummer replied:

"Well, none at present; but when my uncle dies—"

"Ah, when your uncle dies," replied the father, as he rang the bell. "Here, John, show the gentleman out till his uncle dies."

## SHE WAS SATISFIED.

"Let me see some of your black kid gloves," said Mrs. Snags to the clerk. "These are not the latest style, are they?" she asked when the gloves were produced.

"Yes, madam," said the man. "We have had them in stock only two days."

"I didn't think they were, because the fashion paper says the black kids have tan stitches, and vice versa. I see the tan stitches, but not the vice versa."

The assistant explained that "vice versa" was French for "seven buttons," and Mrs. Snags bought the gloves.

## WHAT HE WAS DOING.

At an annual county fair in Montana there was a boxing show, and one of the instructors of the manly art was outside inviting any of the onlookers to have a round with him at self-defence.

A bronzed, tough-looking cowboy offered to step into the ring, and the boxing commenced. The professor, however, was too smart for his opponent, and gave him a few raps in the face that made the cowpuncher's head spin, when a fellow in the crowd shouted out,

"You want to stop that kind, Bill!"

"I think I am stopping 'em," replied Bill; "there ain't a hell of a lot of 'em goin' past me."

## AMUSEMENT ON THE TRAIN.

On a journey on a Western road, a pleasant joke was perpetrated by a wag of a fellow, who appeared to be a commercial traveler, judging by the confident, sell-you-anything-you-like manner he had. His face was sallow and as grave as a priest's; but the twinkling light in his fine brown eyes showed the latent fun that was in him. His companions were a young couple, apparently newly married, an old clerical-looking gentleman, and a solid-looking farmer. The young man looked curiously about him for a minute or two, and then asked the young husband:

"Ever been on this line before?"

"No," he answered, with a smile.

"Two awfully long tunnels!" solemnly said the stranger.

"Where?" asked the husband, eagerly.

"Oh, here is one," replied the stranger, as the train entered a tunnel.

During the passage through the dark the occupants heard a low "O John?" and a faint odor of spirits pervading the carriage. When it emerged into the light the young couple sat looking as innocent as two doves, and the old fellow opposite leaned back in his seat as if pleased with all the world. The stranger looked significantly at another traveler, as much as to say, "Now we'll have fun!" and then, turning to the bridegroom, said:

"That is nothing to the one we will pass through presently."

For a moment or two all was silence, and then as the train approached a bridge the stranger said: "Here we are again!" and laid himself back on his seat with the air of a man about to sleep.

In a minute the carriage was out into the light, and what a scene it presented! The old farmer and the clergyman each had a flask half raised to their lips, and stared at each other in blank amazement, while the bride, blushing like a peony, did her best to look composed. Slowly and sadly the two old fellows took their drinks, glaring at the stranger the while, and the bridegroom looked as if he could have eaten somebody. The young man lay back seemingly unconscious of the scene; but the dancing light in his eyes showed the mirth he was suppressing.

One passenger laughed consummately, and ran great risk of being murdered, but he could not help it, and he never passes through a tunnel without remembering the tunnel joke.

## CLOSER!

At 8 p. m. the gaslight's gleam  
Reveals young Charlie Smart.  
He calls upon his lady fair,  
They—sit—thus—far—apart.

At 10 p. m. the question's popped,  
Two souls are filled with bliss,  
If we could peep we'd see that they  
Are sitting just like this.

Bobbins—"I hear you have a political job. Is it hard work?"

Siobhs—"Not after you get it."



"In the journey through life  
let us live by the way"

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## THE BOZEMAN,

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Steam heat, elevator, electric lights, commercial ample rooms.

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Newly Furnished Throughout.

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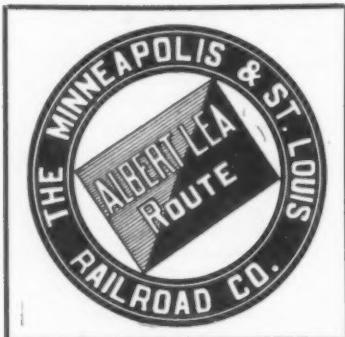
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Send for descriptive matter.

### THE TORNADO JUDICIAL.

Back in the early summer of 1893 two men were sitting on one claim in Western Oklahoma, says Earl W. Mayo in *Ainslee's*. They had been sitting there for some months—in fact, ever since the opening of that particular part of the territory. In the rush that had attended the opening one man had staked out the section. The other had been first at the land office and filed a claim to the same piece of land before attempting to occupy it. Thus arose a controversy such as was matched by hundreds of others in different parts of the territory.

The two men had entrenched themselves and watched each other with shotguns in their hands for the first few days. Then one hoisted a flag of truce and proposed a temporary compromise. The terms of this compromise were that a line was to be drawn across the quarter section, and that each was to keep to his respective side of the line. Each was to build himself a temporary shack and put in crops with the understanding that both crops and shacks should revert to the legal owner of the section when the case came to be decided by the processes of the slow-going courts of law. The fact that each permitted the other to do this was not to prejudice the case of either when it finally came up in court, and it was understood that if either one ventured over the dividing line the other was at liberty to have recourse to the shotgun.

Thus the matter stood for some months, and each man kept a sharp eye on the shack of his neighbor and left his loaded shotgun within easy reach. Then, one day, when the sun beat down with a scalding heat that made plowing impossible, a strong wind blew up—a wind that seemed to blow out of the very mouth of Inferno.

Great masses of clouds, swiftly shifting and changing hue, now black, now purple, now greenish-yellow, rolled up in the southwest. The farmers that had come from Kansas and Missouri retired to their cellars, if they possessed such luxuries, and the tenderfeet got out their cameras and prepared to photograph the wonderful cloud effects. The clouds shut out the sun, and there arose a subdued murmur that developed first into a tremulous buzzing and then into a sullen roar.

Then out of the dark cloud masses came a wonderful pillar, a dusty-gray column that looked like the lower end of a gigantic balloon. The column was indistinct at first, but it advanced across the prairies with the speed of an express train, and as it came nearer and nearer the buzzing sound increased to a roar that was like a hundred Niagaras.

Smith, the man who occupied one side of the dead line on the disputed quarter section, was from Northern Missouri. When he saw the shape of the yellow balloon tail he called to his wife and they made a run for a little hole he had dug in his front yard. They let themselves in and closed the trap door that covered it, and then both lay low, waiting for the shock they knew was coming.

Jones, on the other side of the line, saw these maneuvers, but, being from Eastern Tennessee, he thought only that his neighbor might be intending to reopen hostilities, and so he took down his shotgun and sat in his shack, with his aiming eye and his trigger cocked toward the dead line.

The roaring that came from the approaching column increased in intensity; the earth trembled; the air sang with hissing noise. Suddenly day was blotted out and Hades was let loose. Smith and his wife could neither see nor think, but they instinctively tried to hold on to the very earth beneath them, which seemed to be hurled up into the air and whirled about like a scrap of paper.

In a few minutes the roaring sound began to lessen, the reeling earth became still again, and the swift patter of pouring rain was heard falling on the trapdoor. After fifteen minutes of suspense Smith cautiously raised the door and peered out. The rain had slackened and the sun was shining.

Smith looked about him. There stood his shack uninjured. His cotton and corn had suffered only in the loss of a few leaves. Then he looked over beyond the dead line, and gave a great shout. Jones had disappeared; so had his shack; so had his wagons and tools, and the shed where he had kept his team.

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The United States in 1900 produced 532,229,000 bushels of wheat. It took 42,495,000 acres of land to raise this crop. It was worth \$7.38 per acre, and was raised on land valued at \$35.00 per acre.

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**MERCER COUNTY** has rich soil, pure water, the choicest grasses for fattening cattle, wheat yields from 10 to 30 bushels per acre, flax crops of from 8 to 18 bushels to the acre, elevators, creameries and a flour mill. Churches of the various denominations, and excellent school facilities. We have just prepared interesting information on this rich section. Write to us today for maps, descriptions, prices, terms, etc.

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Yours very truly,  
(Signed), S. H. MOORE & CO.,  
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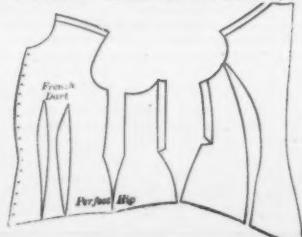
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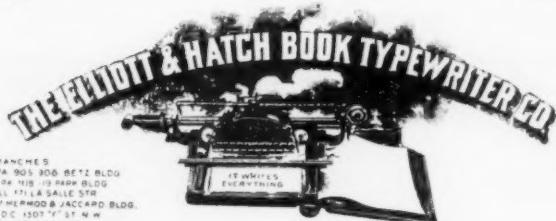
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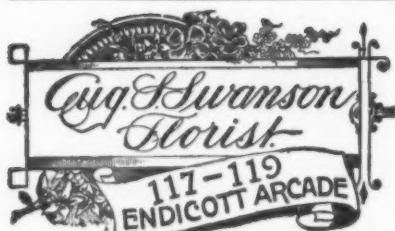
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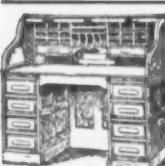
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### SUGAR BEET YIELD.

Sugar beets in Southeastern Washington will have, from present indications, a crop nearly three times as large as that of last year. The harvest will probably yield about 16,000 tons of beets and about 2,400 tons of sugar. Last year's production amounted to about 6,000 tons. The land this year devoted to sugar beets aggregates about 1,800 acres, 600 acres more than it did last season. The crop per acre will be about 9 or 10 tons.

This year's progress in the sugar-beet industry shows that the enterprise is well adapted to this part of the state, and that it was wisely conceived. The present is the third season of work with sugar beets. In the first year little was accomplished, for the industry was such an innovation that it did not catch at once. In the succeeding year a good gain was made and the practicability of the work demonstrated. What has been achieved so far this year may be taken as a true criterion for the future of the industry when the enterprise shall be fully established.

Heretofore the yield per acre has been low, on account of the inexperience of farmers with beets. Cultivation is now much more understood and a higher production per acre is the result. The sugar in the beets has reached a high proportion, sometimes over 21 per cent. A percentage of less than 15 per cent is uncommon. The average sugar content of beets received at Waverly last year was perhaps the largest in the United States. At Ogden the percentage was 14.3; at La Grande, 14.8; and at Waverly, 15.9. All this shows that the manufacture of beet sugar is an important industry in the potentialities of the Inland Empire. And it is an industry that opens up a vast store for the future.

### "THE CANDLE ON THE PLATE."

"The year that I lived in Chicago I noticed one night in passing through the Polish Jew quarter, something I have seen since elsewhere," writes the Rev. David M. Steele, in *The Ladies' Home Journal*. "It was the 'candle on the plate.' A man dies, and for want of means to pay the rent his family is to be turned out on the street. The widow sets a plate on the pavement before the door and puts a lighted candle on it. For the length of time that it will burn it is a summons to the neighbors passing by to put in nickels, dimes and pennies—which invariably they do—until a fund is raised sufficient to save the family from eviction. Would the same thing happen on the Stock Exchange if a bank failed?"

### THROUGH SERVICE FROM CHICAGO TO WINTER RESORTS IN FLORIDA

Will be resumed via Pennsylvania Lines Jan. 6th, 1902. On and after that date Chicago and Florida Special Sleeping Car will leave Chicago Union Station 12 o'clock noon every week day; arrive Jacksonville 8:10 p. m.; St. Augustine 9:30 p. m. next day, going through via Cincinnati, Atlanta and Macon. Sleeping car reservations may be made in advance through H. R. Dering, A. G. P. Apt., 248 South Clark St., Chicago.

An Irish regiment was having the usual morning drill. The sergeant, observing that a recruit's neck was the color of Mother Earth said:

"Pat, turn round and look at your dirty neck!"

**THE MOST FAMOUS PASSENGER TRAIN** is the Pennsylvania Limited, which leaves Chicago Union Station daily at 5:30 p. m., running through Pittsburgh and Philadelphia to New York in 24 hours. This train represents the world's finest passenger service. Get information about it by addressing H. R. Dering, A. G. P. Apt., 248 South Clark St., Chicago.

Brown (married)—"Hullo, old man, trying to cook your own dinner?"

Bachelor Friend—"Yes; but I don't relish it much."

"Why don't you get married? Then you would have somebody to cook for you?"

"I'll watch it. Catch me giving half my grub away to get the other half cooked! No, thank you."



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**BADLY DECAYED TEETH**  
as shown in above cut can be restored to their original appearance, and made to do many years of further service by the New Porcelain inlay Process. Unightly gold fillings taken out and replaced by porcelain. DR. C. C. CORNWELL, Dentist, Chamber of Commerce Bldg., Robert and Sixth Sts., ST. PAUL, MINNESOTA.

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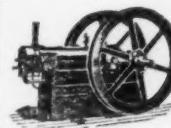
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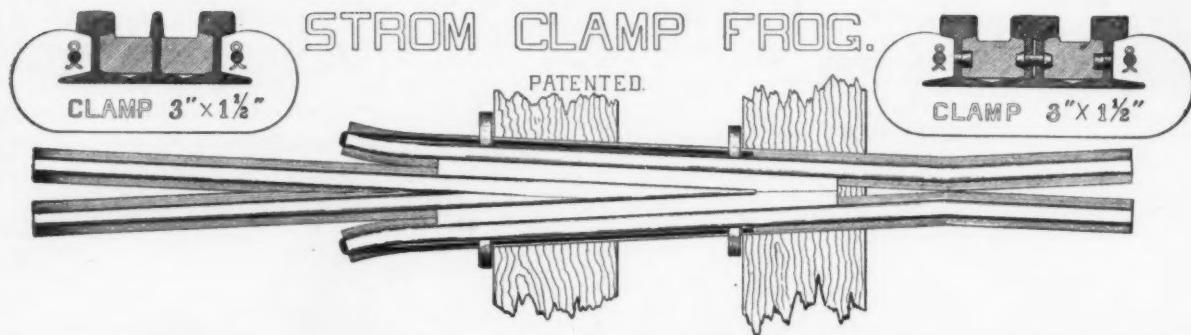
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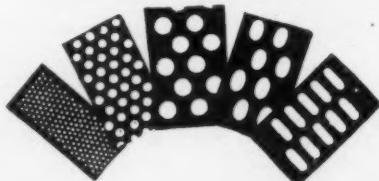
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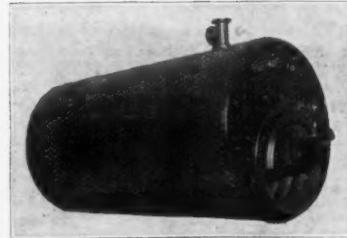
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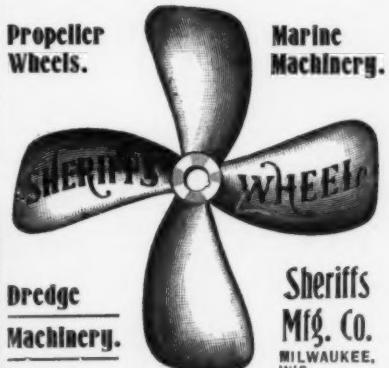


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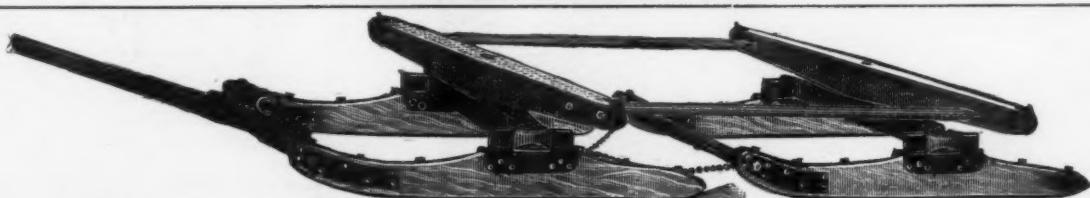
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Fond Mother—"All those beautiful silk dresses, Johnny, came from a poor, insignificant worm."

Johnny—"Yes, I know, mamma. Papa is the worm, ain't he?"

Mistress—"Do you call this sponge cake? Why, it's as hard as can be."

New Cook—"Yes, mum; that's the way a sponge is before it's wet. Soak it in your tea, mum."

Citizen—"No, I don't care to buy the lots."

Agent—"I guess you don't know how the land lies."

Citizen—"No, but I know how the average real estate man lies."

Billings—"He called me several things that I didn't mind so much; but when he called me an anthropoid ape, I must confess it was a wrench to my feelings."

Twillinger—"I see; a sort of monkey wrench, I suppose?"

At a fashionable ball a lady said to her partner: "Do you know that ugly gentleman sitting opposite to us?"

"That is my brother, madam," he said.

"Ah, I beg your pardon; I had not noticed the resemblance," she responded.

"I understand," said the globe trotter who had been abroad for some time, "that you and Miss Strong were happily married a short time after my departure."

"Yes," replied Mr. Meekton, "after your departure we were happily married a short time."

Bungle—"Jenkins seems sore at me about something."

Mungle—"Of course. You asked him if the new woman wasn't beginning to make him tired."

Bungle—"Well?"

Mungle—"Well, he's just married his third wife after divorcing the other two."

The Minister—"I hope this rumor that I hear going about, that you are contemplating getting married for the fourth time, is not true, William!"

William—"Weel, I don't see that you've any cause tae objec'; ye aye get the job o' marrian' an' berrin' o' them; an' it's no every man in the parish pits as muckle business in yer way!"

Papa—"Where's my umbrella? I'm sure I put it in the hall stand with the others last evening."

Willie—"I guess Mabel's beau took it when he went home last night."

Mabel—"Why, Willie! The idea!"

Willie—"Well, when he was saying good night to you I heard him say:

"I'm going to steal just one."

"Yes, I proposed to her by letter."

"And what was her reply?"

"She simply referred me to a certain chapter and verse in 'The Life of Paul Jones.'"

"And what did you find?"

"It says: 'After fruitlessly applying for command of the ship by letter, he went in person to see about it; and then he secured it.'"

Careless Gunner—"There, my dear," said the returned hunter, "there's one bird for you anyway. Bagged him just as I was about to give up in disgust."

"Oh, George!" she exclaimed, "it's a carrier pigeon, isn't it?"

"Not much! It's a quail."

"But it has a card tied to its leg with some message on it. Let's see. It says: 'John Jones, poultry and game, Central Market.'"

His Mother—"You know, Harold, it hurts me just as much as it hurts you."

Harold—"Yes—b—but you d-d-don't have to s-s-sit down on the p-p-place afterwards."

Mistress—"Cook, do we need any necessities for the kitchen?"

Cook—"Yes'm; I'd like a Roman chair, one of them Venetian lanterns, an' some more pillars for th' cosy corner."

"One of them miners brought in a nugget as big as a potato," exclaimed Bronco Bob.

"Yes, sir!" chimed in Three-Finger Sam; "an' almost as valuable."

"But none of the other girls seem to admire my new dress."

"Is that so? Turn around. I didn't realize it was so pretty as that."

Visitor—"Why, how big you are growing, Tommy! If you don't look out you will be getting taller than your father!"

Tommy—"Won't that be jolly! Then pa'll have to wear my old trousers cut down for him!"

Sportsman (to Smith, who hasn't brought down a single bird all day): "Do you know Lord Peckham?"

Smith—"Oh, dear, yes; I've often shot at his house."

Sportsman—"Ever hit it?"

Mistress—"Mary, I was almost sure, once last evening while the policeman was in the kitchen, that I heard a sound very much like two people kissing."

Mary—"Did you hear it only wanst, mum?"

"Yes."

"Thin it wasn't us."

Hostess—"Why, Mr. Smith, I've hardly seen you all the evening! Now, I particularly want you to come and hear a whistling solo by my husband."

Smith (whose hearing is a trifle indistinct)—"A whisky-and-soda with your husband? Well, thanks, I don't mind if I do have just one!"

Mrs. Gabble—"I hear your husband has been made superintendent of a cemetery, and that you'll have to live there."

Mrs. Short—"Well?"

"Well, I was thinking the neighborhood would be rather ghoulish and creepy."

"No doubt; but it has one good point. The neighbors won't be prying into our affairs."



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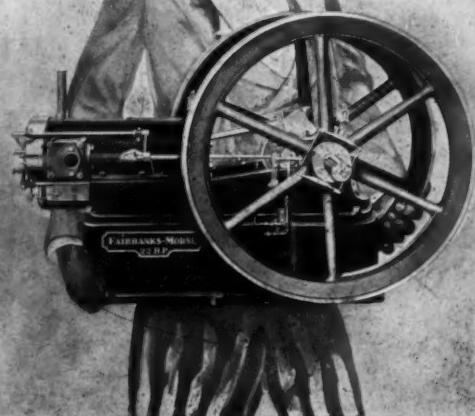
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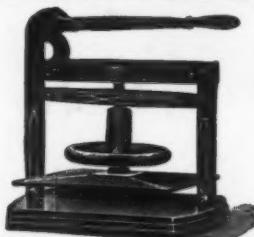
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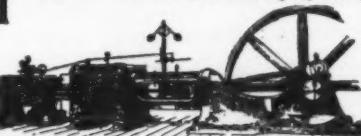
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